



View North from the Mazzone Bridge.

MASTER PLAN for the
LOS ALAMITOS/CALERO CREEK PARK CHAIN

City of San Jose, California

December 1987

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LOS ALAMITOS/CALERO CREEK PARK CHAIN

City of San Jose, California

Prepared by
THEODORE OSMUNDSON AND ASSOCIATES
Landscape Architects
San Francisco, California

In conjunction with the
LOS ALAMITOS/CALERO CREEK
COMMUNITY ADVISORY COMMITTEE

Dear Honorable Mayor and City Council:

The Los Alamitos/Calero Creek Master Plan, Community Advisory Committee is pleased to recommend the approval of the Los Alamitos/Calero Creek Master Plan as prepared by Theodore Osmundson and Associates in conjunction with City staff and this committee.

As a committee representing the homeowners, schools, churches, horsemen, and public agencies in the area, we have worked together over the last six months evaluating the existing creek conditions, establishing goals and objectives, and developing the park chain master plan. The planning process included a day long field trip of the study area as well as committee and public meetings.

Recognizing that there are few completed trail systems in San Jose, the committee's first priority is the implementation of a trail system along the creek corridors using existing public improvements and Santa Clara Valley Water District levees and maintenance roads.

Our second priority is related to the beautification of our community by landscaping areas along Camden Avenue. This is a high priority in our community as demonstrated by our current project of landscaping the southern portions of the Almaden Expressway.

The community's ideas and concerns were represented by committee members and gathered at a public meeting in April, 1987. The master plan reflects the community's desire to create a trail system and park chain which respects and protects the existing natural character of the creek corridor, the local historic resources, and the security of park users and property owners.

We believe that the approval of this master plan will protect a valuable asset and provide recreational opportunities for our community and all residents of San Jose.

Sincerely,

THE LOS ALAMITOS/CALERO CREEK MASTER PLAN
COMMUNITY ADVISORY COMMITTEE

Councilman Putnam
Armando Lay
Ellen Longworth
Sharon Caviglia
Giorgio Secchi
John Redding
Earl Rogers

Steven Levin
Les Moore
Bob Chapman
Marilyn Woodcock
Bill Dempster
Don Bell
Rosemary Kenneavy

Richard Jackson
Joe Pandit
J. Campbell
George Hinoki
Dan Vezinaw



Members of the Community Advisory Committee and Technical Committee on site visit. From left to right — Lynn Alexander, Gordon Osmundson, Gary Deghi, Robert Robertson, Armando Lay, Mike McClintock, Bill Dempster, Betsey A. Lynberg, George Hinoki, Vicky Vezinaw, Dan Vezinaw, Ellen Longworth, Steve Levin, John Guisto, Les Moore, Katherine Snyder, Bill Hoeft.

City Council
City of San Jose
California 95110

Dear Honorable Mayor and City Council:

As a planning project, our work on this length of Los Alamitos/Calero Creek, one of the most beautiful landscape features in the City of San Jose, has been the most enjoyable and productive of any project in which this office has been engaged. We believe that the results of this study have been the product of all who have been involved; the City Staff, the Technical Committee from all the City and County Departments, the Santa Clara Valley Water District, the Community Advisory Committee and finally the staff of this office.

We have taken the many suggestions and comments of everyone and, applying a long experience in recreation planning, have made what we believe is a simple straightforward plan which will provide a superb recreational experience, protection of the natural resources of the creek, maximum security and privacy for adjacent homeowners, and relatively low construction and maintenance costs.

The 3.9 miles of creek will not only serve the nearby neighborhoods, but also, as a part of the trail system adopted by the City Council in 1984, will serve all the people of San Jose and the surrounding Communities.

The citizens and staff who reviewed and advised the consultants were valuable in providing policy and feasibility advice; just as important in the process were the clear wishes of the neighborhoods.

We want to thank all who participated in this endeavor and we look forward to the time when all the proposals in this study have been completed. That will be the real beginning of the full enjoyment of this handsome element of the City's park and trail system.

Sincerely,

A handwritten signature in cursive script, reading "Theodore Osmundson", followed by a long horizontal flourish.

Theodore Osmundson, Principal
Theodore Osmundson & Associates

ACKNOWLEDGMENTS

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Rosemary Kenneavy - Assistant to Councilman Putnam
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Ellen Longworth - Almaden Valley Homeowners Association
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Les Moore - Woodside of Almaden Homeowners Association
Bob Chapman - Almaden Valley Homeowner
Marilyn Woodcock - Santa Clara Horsemen's Association
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Richard Jackson - Superintendent, San Jose Unified School District
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Ken Canepa - Park Manager
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INTRODUCTION

This plan has been developed to fulfill the City of San Jose's policy expressed in its "Horizon 2000" General Plan adopted in 1984 to develop a recreational trail system utilizing creek rights-of-way wherever available throughout the City. The stated goal of this policy is to "provide a network of trails and pathways throughout the City in order to maximize the City's recreational opportunities and to provide alternate means of reaching regional parks and other natural areas".

The development or preservation of any publicly owned natural resource is a matter of public concern. The final recommendations for the use of the resource in question should reflect, within the limits of public policy, the needs of the people who will be directly affected by proposed changes in the resource.

To achieve the broadest public participation and support, the City has engaged independent landscape architectural consultants Theodore Osmundson and Associates of San Francisco to prepare this plan based on a presentation of alternate levels of development at public meetings and the selection of options by a Citizens Advisory Committee. This committee represented all neighborhood associations, churches and

schools in the surrounding areas. In addition to the meetings with the Citizens Advisory Committee, meetings have been held with representatives from all City and County departments concerned as well as with representatives of the California Fish and Game Department.

After the draft plan was completed an open public meeting was held to receive comments from individuals in the area. These opinions were recorded and wherever possible the draft plan was modified to accommodate them. Other opportunities for input into the plan were afforded at a subsequent meeting of the Citizens Advisory Committee, an open public hearing of the Recreation and Parks Commission and the Santa Clara Valley Water District Board of Directors before final acceptance by the City Council. With this process, the plan has been prepared and completed with the greatest possible participation and public approval.

Today Los Alamitos/Calero Creek is a largely natural area with flood control improvements developed by the Santa Clara Valley Water District (SCVWD). Existing maintenance roads and levees are used for hiking, jogging and horseback riding but a continuous trail system does not exist.

The Master Plan will create a trail system for equestrians, hikers and bicyclists, contain three low activity passive parks and plantings of hardy native plants. Heavy emphasis is placed on the preservation and adaptation of the natural condition of the environment and watercourse, with light use of the area for public recreation. Public input has favored this concept.

The consultants have been particularly cognizant of the need for cooperation between the City of San Jose Parks and Recreation Department and the SCVWD. The Water District's flood control and water supply functions are of great importance and all proposals for recreation development and enhancement of the natural environment and flood control operations in the right-of-way should be carefully coordinated between the City and the SCVWD to protect the facilities and purposes for both agencies.

This plan allows ample physical space for both agencies to meet their needs with a minimum of conflict. Together, they have an opportunity to preserve and develop one of the most beautiful reaches of creek in the City for the benefit of all its citizens.

MASTER PLAN SUMMARY

MASTER PLAN SUMMARY

This Plan for portions of Los Alamitos and Calero Creeks has been developed to carry out the City's policy of creating a recreational trail system along all waterways throughout the City. The intent of this system is to provide a new recreation resource and an alternate means of moving from one part of the City's park and recreational facilities to another.

PROCESS

The plan has been developed through meetings of the consultant landscape architects with a Community Advisory Committee of 22 persons representing the home owners associations, the churches and schools of the area, the City, the SCVWD, and the Santa Clara County Parks Department and Commission. This resulted in a broader understanding of the options, proposals, and the final plan. The consultants have synthesized the comments and opinions from these meetings and developed a tangible plan to implement the wishes of the participants.

OPPORTUNITIES & CONSTRAINTS

In every natural landscape in an urban area, opportunities are balanced by constraints. The opportunities are considerable along Los Alamitos and far outweigh the constraints.

The most important opportunities are the potential for recreation, the protection and enhancement of the natural environment, and the connection to other creekside pedestrian and equestrian trail systems and parks. This can vastly expand the scope and diversity of recreational opportunities throughout the San Jose area.

Constraints include the potential conflicts of adjacent home owners and recreation users such as a loss of privacy and the attendant feeling of a lack of security, the unavoidable impact of some flood control techniques on the natural environment (ie., the placement of large quantities of rock rip-rap by heavy equipment, etc.), and providing for adequate parking without impacting the residential neighborhoods. The continuity of the right-of-way is broken by two remaining inholdings and, in some areas, limited access precludes development of recreation facilities other than trails.

GOALS AND OBJECTIVES

At the beginning of the Master Plan process, a set of goals and objectives were established. They are intended to guide the development of the Master Plan, and to maximize opportunities while minimizing the constraints. The ten goals are:

1. Provide a continuous recreation trail system with provision for the handicapped.
2. Preserve and enrich the natural environment.
3. Preserve any historic and archaeologically significant areas.
4. Connect the trails to existing trails outside this project.
5. Protect the privacy and security of neighbors.
6. Promote public safety.
7. Cooperate with the Water District in its goal of flood control and water supply.
8. Promote interagency cooperation and citizen participation in planning, development and maintenance.
9. Recommend policies for future adjacent development.
10. Recommend a feasible plan, with development phases and a cost estimate.

These goals require that certain guidelines for development and maintenance be established and adhered to. The two principal agencies involved are the City of San Jose and the Santa Clara Valley Water District (SCVWD). The City has jurisdiction over recreation and parks and the SCVWD has the responsibility for flood control and water supply. Both functions come to bear in the watercourses of the City, but are not incompatible. The Water District achieves its goal with a minimum of clearing and construction and the City proposes minimum recreation development with maximum environmental protection and restoration.

PROJECT LOCATION AND SETTING

The site is located in the Almaden Valley in the southern part of the City between the Santa Cruz Mountains on the West and the Santa Teresa Hills on the East.

The project site comprises the portions of Los Alamitos and Calero Creeks from Harry Road and McKean Road in the south to Almaden Lake Park to the North. The property includes the lands held in fee simple and under easement on both sides of the creek by the SCVWD and the undeveloped park land of the City of San Jose.

HISTORY

The known human influence on the site and its surroundings began in prehistoric times with the Ohlone Indians who lived along almost all of the watercourses in the City. Traces of their presence still remain along the creeks within the project.

The Spanish were slated for a short tenure after beginning development of the quicksilver mines and grazing cattle. The Americans settled in for a period of grazing, farming, mining of quicksilver, and quarrying of the native stone. Railroads entered the area in the 1880's but were removed in the 1930's. Beginning in 1965 the land began to assume its present form with the development of the first residential subdivisions. With residential development came the need for flood control along the creeks and with it the opportunity for park development for today's residents.

SITE ANALYSIS AND MASTER PLAN

For convenience in studying and planning, the site has been segmented into seven reaches starting at the north and ending at Calero Creek and Harry Road.

The Mazzone Reach (1) and Redmond Reach (2) are somewhat similar, enclosed on the East and West by subdivisions and or steep hills of the Santa Teresa Hills. Bike/pedestrian and equestrian trails only are planned for these reaches with the bike/pedestrian trail connecting at the north around Almaden Lake Park and the equestrian trail connecting to the Santa Teresa Hills south of the Mazzone Subdivision. Addi-

tional planting will restore and enhance the aesthetic quality and wildlife habitat of the area. To minimize impacts on adjoining homes no recreational development is proposed on the west side where homes abut the creek.

As an integral part of the creek's linear trail system, there will be four parks, starting with the existing Almaden Lake Park to the North, Pfeiffer Neighborhood Park in the Pfeiffer Reach, the eleven acre Singer Park Reach at the confluence of Los Alamitos Creek and Calero Creeks, and a small neighborhood park between Almaden Expressway and McKean Road. All of the three new park areas will emphasize the natural characteristics of the riparian environment and will provide for family recreation only with picnicking, free play lawn areas, play equipment, and walks.

The Pfeiffer Park Reach (3) is narrow at the northern end and flat and open on the east side in the center and narrow again south of the Graystone Bridge. Adjacent to this reach on the east is farmland being considered for a residential subdivision. Part of the flat area is proposed for a lightly developed neighborhood park with parking, a play lot, and open lawn extending westward toward the creek, with bike/pedestrian and equestrian trails paralleling the stream. To minimize impacts on adjoining homes no recreational development is proposed on the west side where homes abut the creek. The trails will cross Los Alamitos Creek on a bridge at the South end of the residences along Camden Avenue then continue south on or parallel to the levee.

Graystone Reach (4) is primarily used as a trails right of way linking Singer and Pfeiffer Parks. Bike/pedestrian and equestrian trails exchange alignments from the top of the levee to the shelf between levee and creek just south of Randol Creek and a connection will be made across the creek to Graystone Lane.

Singer Park Reach (5) is the widest reach and contains the confluence of Los Alamitos and Calero Creeks, two pieces of City owned park land and the concrete abutments of the former Southern Pacific railroad bridge. An open meadow is planned for the large flat sunny field, family picnic sites in the shade of the existing trees along the creek, an on-site parking area and trails which will connect to the Royalwood, Calero and Graystone Reaches. The bike/pedestrian trail will cross Los Alamitos Creek on a new bridge parallel to

the existing Camden Avenue bridge. The equestrian trail will split with one branch fording the creek to continue to the Calero Reach and the other branch passing under the Camden Avenue Bridge to the Royalwood Reach.

The Royalwood Reach (6) has existing bike/pedestrian trails on the levees and therefore needs to only a new equestrian trail which will be along the Queenswood Way side of Los Alamitos Creek. A small park, with family picnic tables, a children's play equipment area and additional planting is planned in the grove of trees near McKean Road.

The Calero Reach (7) will receive even less development with the extension of the bike/pedestrian and equestrian trails from Singer Park to Harry Road where they will make a future connection through the IBM property.

PLANTING

All reaches will have additional plantings of trees and shrubs to enhance the aesthetic quality of the creek environment and to improve wildlife habitat.

To improve the suburban character additional landscaping, including shrubs and street trees, will be installed along Camden Avenue and in the event that Camden is not widened the area of the proposed additional lanes will also be landscaped.

COST

The total cost of the project is estimated at \$3,000,000.00. Construction may be budgeted and accomplished in several phases as funds become available.

Equestrians on the undeveloped trails - Singer Park Reach.



PROJECT LOCATION and BACKGROUND

REGIONAL AND LOCAL SETTING

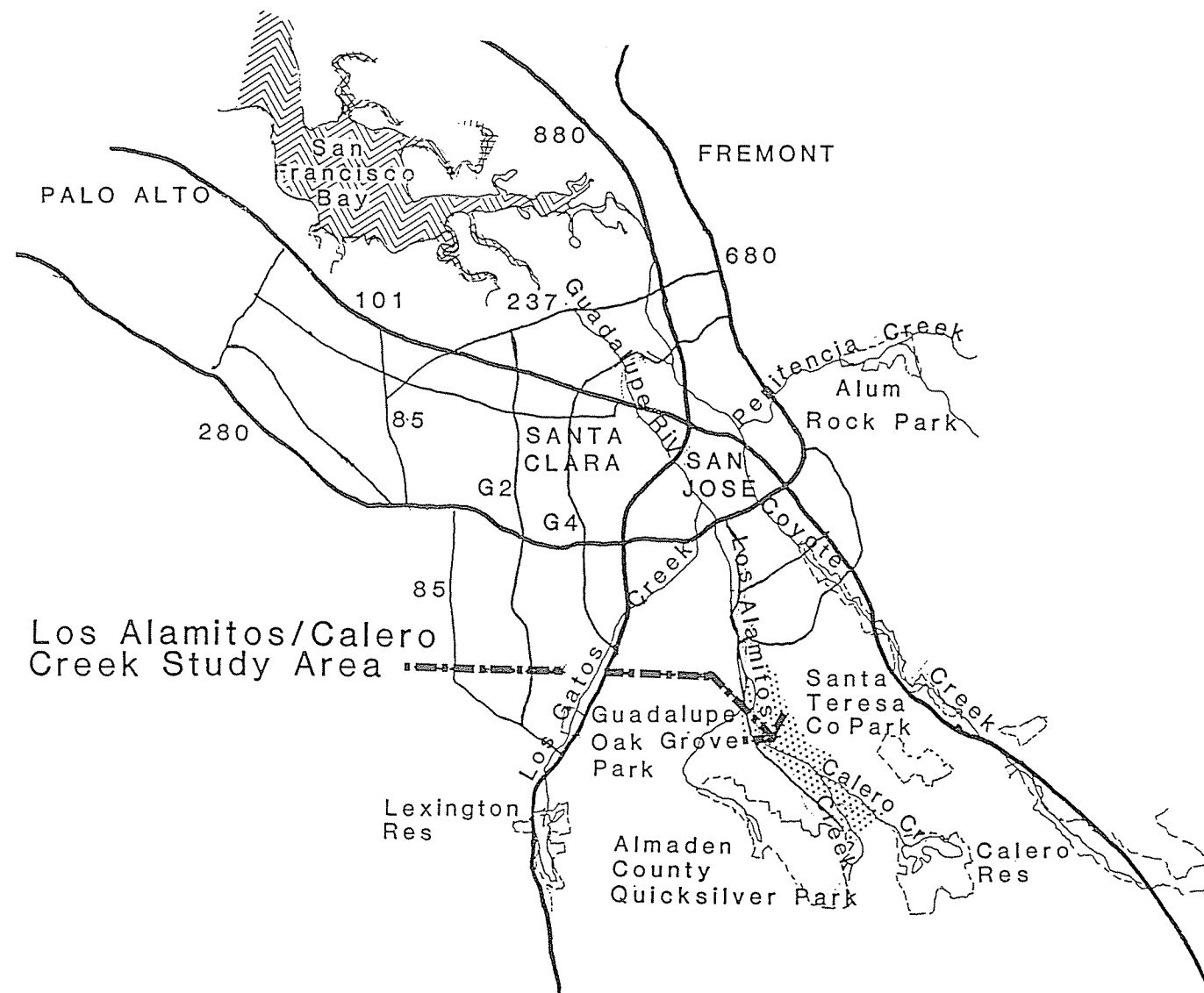
Regionally, Los Alamitos and Calero are two of San Jose's five major creeks descending from the Santa Cruz Mountains. Calero Creek flows from the Calero Reservoir and Los Alamitos Creek flows from the Almaden Reservoir. The two creeks join within Singer Park flowing northwest as Los Alamitos Creek to Almaden Lake Park. North of this park Los Alamitos and Guadalupe Creeks join to become the Guadalupe River which eventually flows into San Francisco Bay.

The creeks within the study area begin at the San Jose City Limits at Harry and McKean Roads and flow northwest parallel to Camden Avenue and the Almaden Expressway to Almaden Lake Park. On the way the creeks flow beneath Harry Road, McKean Road, Almaden Expressway, Camden Avenue, Graystone Lane, Mazzone Drive and will flow beneath a future extension of Winfield Boulevard.

The Los Alamitos Creek Trail is a vital link in a proposed continuous streamside trail system linking the Calero Reservoir County Park and the Almaden Quicksilver County Park with Almaden Lake Park. North of Almaden Lake the trail will be a part of the proposed Guadalupe River Park which will eventually link these regional parks with downtown San Jose and San Francisco Bay. Additional linkages may be made to the dedicated open space of the Santa Teresa Hills and to the park chain composed of Golden Oak, T.J. Martin and Guadalupe Oak Grove Parks. These and other trails will form a 150 mile trail system linking all parts of the city of San Jose.

In addition to forming a link in a larger trail system the Los Alamitos Creek Trail will connect the southern terminus of San Jose's new light rail system on Coleman Road with the rapidly growing residential neighborhoods in the Almaden Valley.

The Los Alamitos Creek Trail will form an important extension of the trail system from the Guadalupe River south. The creek trail will have a unique natural setting in an area of rapid growth, proximity to parks, schools and residences. Future planning efforts will be required however to complete the trail system south to the Calero Reservoir County Park and the Almaden Quicksilver County Park.



HISTORY

PREHISTORIC:

Prior to the arrival of the white man, the Almaden Valley was home to the Tamyen subgroup of the Ohlone Indians. The Ohlone were a hunting and gathering culture which occupied much of the coastal range between the Golden Gate and Big Sur. The Tamyen subgroup had an estimated population of 1200 and lived in the South San Francisco Bay and Santa Clara Valley.

The Almaden Valley was an important area for the Ohlone, today it contains the highest concentration of recorded sites in Santa Clara County. Seventeen recorded prehistoric cultural resources exist within the study area. One site, located on the banks of Los Alamitos Creek, includes a large village, with burials.

Trade was an important activity for the Indians of northern California and an important trade item for the Ohlone was the highly coveted cinnabar which was located at the New Almaden Area. Indians came from Tulare, Sacramento and as far away as Walla Walla, Washington to fight or trade for the prized pigment. The Indians used the red ore as a ceremonial paint, despite detrimental effects to their health, for over a thousand years.

SPANISH/MEXICAN PERIOD

Spanish explorers in the early 1800s were the first white men to visit the Almaden Valley. At the time it was thought that the red ore might contain gold or silver and unsuccessful attempts were made to these metals in 1824. In 1845, Andres Castillero, who had training at the College of Mines in Mexico City, recognized the red cinnabar ore as being the same mercury-bearing rock found in his native Spain. He put considerable effort into working his claim, but was unable to obtain financing to properly develop it and sold it to two Englishmen, Alexander Forbes and Eustace Barron.

Forbes and Barron set up and began the extensive refining of quicksilver in the Almaden Valley. The mine was named after the Almaden mine in Spain which had supplied most of the mercury needed for gold recovery. It broke the world monopoly on quicksilver and later spurred on the California gold rush. The mines operated intermittently from 1845 to 1975 eventually producing \$70 million worth of mercury.

The Spanish did not develop any settlements in the valley. The valley lands, including the study area west of the the confluence of Los Alamitos and Calero creeks, were a part of the pueblo lands of San Jose, areas set aside by the Spanish government for common grazing by the Pueblo herds. The surrounding hills were all part of large ranchos, granted in 1842 but settled earlier, as was the land east of the confluence which was a part of Rancho San Vicente. An adobe structure, associated with the Berryessa family of this rancho, was located at the confluence of Calero and Los Alamitos Creeks. Other adobe structures are known to have existed near Los Alamitos Creek but none are extant today.

EARLY AMERICAN HISTORY

Traffic to and from the Almaden and Guadalupe mines encouraged settlement of the valley beginning in the early 1850s. During the 1860s, the boundaries of the Pueblo lands were surveyed and confirmed by the U.S. government. The City of San Jose began subdividing the lands into 100 to 500 acre parcels, selling it to American and European farmers, many of whom had already been occupying the land for some time. Lands were primarily devoted to wheat cultivation and stock raising although there were several vineyards in the area. Horticulture began to take over the Santa Clara Valley economy in the 1890s. By 1931, the northern Almaden Valley was planted in orchards with a mix of orchards and small crops in the southern area while the foothills continued to be used for grazing cattle and sheep.

In addition to agricultural pursuits, sandstone quarrying became a key economic activity with at least three quarries operating along the rim of the Santa Teresa Hills. Various dates from 1866 to 1875 are given for the earliest quarrying activity and Levi Goodrich, a noted San Jose architect is generally credited with discovery and first use of the sandstone deposits. He purchased a quarry from Nathaniel Skuse in 1874 which operated as the Goodrich Quarry. It would eventually be taken over by its master stone cutter Jacob Pfeiffer. Of the three quarries to operate in the area this was the most active continuing in operation until the late 1890s.

The other early quarry was the Seale and Flynn quarry owned by building contractor Henry Whiteside Seale. Seale and his brother, Thomas, held

large tracts of land including most of Mayfield. Thomas Flynn lived on the Seale ranch, at today's Mazzone subdivision, where he farmed the acreage and managed the quarry for Seale.

The stone was of a very high quality and was used throughout the bay area and northern California. Unfortunately quarry operations declined in the early 1880s perhaps due to logistics costs and the lack of skilled labor to hand cut the stone. Seale closed his quarry in the 1880s and the 1880 census listed only four stone cutters at the Goodrich Quarry. Further use of the stone would await arrival of the railroads in the area.

ALMADEN VALLEY RAILROADS

Two railroads operated in the Almaden Valley. The first was a spur of the South Pacific Coast narrow gauge railroad. It was built in 1886 beginning at a point about a mile south of the Campbell station on the main line from Alameda to Santa Cruz. It ran down the center of the valley to a terminus near today's Harry and McKean Roads intersection. It was used principally to haul flasks of quicksilver to a port at Alviso and to bring timbers from the mountains around Santa Cruz to the mines.

The second railroad was a branch of the Southern Pacific built later in the same year as the SPC line. The S.P. branch began on its main line south of San Jose at a point called Hillsdale (today Lick) entered the Almaden Valley at Los Alamitos, near today's Almaden Lake, then extended along the base of the Santa Teresa Hills to today's Singer Park. The right of way became the maintenance road along the base of the hills then crossed some open fields to what is now Graystone Lane. It followed the present alignment of Graystone Lane south to the present turn in the road. Graystone Lane today still crosses a culvert built in 1912 for the railroad. After a turn to the west the line crossed Los Alamitos Creek on a bridge probably originally built of wood but rebuilt around 1918 of steel. The concrete abutments of this bridge still exist.

South of Singer Park the tracks followed the creek at a distance on the west side. Here it followed the route of today's P.G. & E. high tension line across Carrabelle park and behind backyards to the end of the line.

HISTORY (con't)

There was a small yard at New Almaden station roughly opposite the S.P.C. terminal. Here, a cannery was constructed near the station which at one time tried the canning of an experimental yellow tomato. The public did not accept the idea of a yellow tomato, however the cannery continued to operate for a number of years.

In 1887 the S.P. leased the S.P.C. and with it its Almaden Branch. Soon operation of the two branches was consolidated, the narrow gauge S.P.C. terminal was torn up and the standard gauge S.P. yard was converted to dual gauge. Then in 1899 the narrow gauge line was standard gauged.

Operation of the two branches declined over the years. Initially there were two passenger trains a day on the narrow gauge and probably the same on the standard gauge. The local freight from Boulder Creek switched the narrow gauge line every night but patterns of freight operation are not known on the standard gauge line. This pattern declined until one train per day made the trip down the S.P.C. with return on the S.P. After 1916 this was reduced to once per week to keep the franchise going.

Two interesting operations occurred on the S.P. line. Leland Stanford searched the state to find the perfect stone for building his Moorish/Romanesque-styled Stanford University and eventually selected the sandstone from the Almaden Valley. To this end the Seale and Flynn Quarry was reopened and a new quarry the Stanford Quarry was opened between the Seale and Goodrich quarries. As the S.P. line was built at this time the quarries no doubt influenced its alignment. Spurs were built directly into both the three quarries and Stanford University to facilitate moving stone directly to the construction site. In addition to the University the stone was used in the construction of San Jose's post office, Hall of Justice, St. Mary's Church and a number of S.P. depots.

The second interesting operation occurred when residents around Wrights, in the Santa Cruz mountains, objected to the operation of Sunset Park, a resort to which the S.P. ran weekend picnic trains. Although not in the resort business, the S.P. developed a new Sunset Park at Seales Station on the Almaden branch in the winter of 1907. The resort was located at what is today the Mazzone Subdivision but was then owned by Thomas Seale. Several buildings were built in railroad style and painted in S.P.'s depot yellow.

Three 7 car trains could be accommodated on the sidetracks bringing up to 900 people. Train loads of tourists, mostly workmen, arrived from San Francisco on Friday evening and returned on Sunday evening. Dancing and alcoholic beverages were the primary forms of entertainment and over-indulgence was the principal theme. Drunken brawls and property damage were common with the cars returning with broken windows and other damage. By 1909 the S.P. had had enough and closed and dismantled the park.

As the economic depression of the 1930s continued the Southern Pacific cut back on uneconomic operations and abandoned the Almaden branches south of Los Alamitos in 1934 and the tracks were removed in 1936. The line from Lick to Los Alamitos continued to serve several quarries and a lumber yard until 1979 when it too was abandoned.

When the SCVWD built its pipeline under the maintenance road in the Mazzone and Redmond reaches most evidence of the railroad grade was removed. Today a few sections of undisturbed railroad grade, the station well at New Almaden, and the above mentioned culvert and bridge abutments are all that remain that can be clearly identified as having been a part of the railroad. Little remains of the quarry or resort activities either.

RESIDENTIAL DEVELOPMENT

The Almaden Valley remained in agricultural and light residential use until the early 1960s when the rapid growth in high technology industries in the Santa Clara Valley (Silicon Valley) brought with it the rapid spread of residential development. Development along the creek began with the construction of the subdivisions on Redmond Avenue and Fleetwood and Wallace Drives in 1965.

These developments were followed in the late 60's by Shadowbrook I and in the mid 70's by Shadowbrook II. The early 1980's saw the development of the Almaden Hills Estates and Mazzone subdivisions in the north and the Woodside subdivision south of Singer Park. Additional individual homes have been built in the area east of Graystone Lane during this same period.

Future residential development is anticipated on the farm land north of the Pfeiffer Park rock outcropping

and on small subdivisions off Graystone Lane and possibly Viewcrest and Henwood Road. When these are completed the study area part of the Almaden Valley will be largely built out and the valley will have assumed an appearance which is likely to remain unchanged for the foreseeable future.

FLOOD CONTROL

Los Alamitos Creek and its tributaries have a long history of flooding. Floods causing significant damage occurred in 1931, 1937, 1940, 1941, 1943, 1945, 1952, 1955, 1958, 1962, 1967, and 1968 with the worst flood in 1955. With the new residential subdivisions developing in the Almaden Valley, the Santa Clara Valley Water District (SCVWD) recognized the potential impact of floodwaters and began planning for their mitigations.

Based on a one percent flood, that is the largest flood likely to occur with a one percent probability in any given year, it was determined that in the vicinity of the study area approximately 312 acres were within the one percent flood hazard zone. This included 400 homes at the time of the study including those on Fleetwood and Wallace Drives and Redmond Avenue to and including the Almaden Expressway intersection. Flooding would also have affected much of Camden Avenue including Leland High School and the subdivisions along the Royalwood Reach.

The first flood control work was done in 1965 when 1,200 feet of Los Alamitos Creek downstream of Graystone Creek were realigned and an old gravel mining area was partially filled so new homes could be built in the area. The creek was relocated along the easterly property line of this development and as near the base of the Santa Teresa Hills as possible. The new channel was designed for the two percent design flood and constructed by the developer. At this time, development was also occurring along the tributary streams, Graystone, Golf and Randol Creeks. To protect this development, these streams were enlarged and channelized and Los Alamitos Creek was modified to provide suitable outfalls.

Beginning in 1968, the SCVWD began a long term planning process to provide protection for up to the 1% flood. Four general objectives prompted the planning study: (1) to identify areas subject to flooding; (2) to describe flood hazards to local residents and

HISTORY (con't)

obtain community input to the plan; (3) to analyze alternate solutions to the flooding problem and make recommendations and (4) to conform to a park chain concept proposed by the City of San Jose.

The last item represents the growing awareness of the environmental benefits of natural stream channels and had a major impact on the character of the flood control project. Normal practice had been to use the minimum right of way to provide a trapezoidal channel frequently lined with gabions or concrete. This provided for efficient water flow in a minimum space leaving the maximum land remaining for other development. At the time that this plan was undertaken, however, the value of natural channels was recognized for wildlife corridors, aesthetic appeal and recreational opportunities. Footpaths, bikeways, and equestrian trails could connect various parts of the community and link various parks together to form park chains. This concept was adopted in planning for Los Alamitos and Calero Creeks.

The first result of the flood control planning process was a general agreement between the Almaden Homeowners Association and the SCVWD for flood control improvements. The plan proposed major excavation and the construction of a gabion-lined channel from Graystone Creek to Golf Creek. After an EIR was prepared, however, further community input led to construction of a floodwall between the creek and residential backyards thereby leaving the creek in a more natural condition.

The SCVWD completed its flood control projects in 1983. It enlarged the Los Alamitos Creek from the Mazzone bridge to Almaden Lake and constructed a levee from Graystone Creek to Camden Avenue bridge to protect properties to the west. South of the Camden Avenue bridge, levees were constructed by a developer in the early 1980's when the adjacent property was developed. Between Almaden Lake and Harry and McKean Roads, a total of 150 acres were afforded increased flood protection. Since the project was constructed, the federal guideline for removing these lands from flood hazard maps have changed and it will now be necessary for the District to raise the levees in several areas to meet the new guidelines. It is expected that the District will do this work over the next two to three years.

WATER SUPPLY

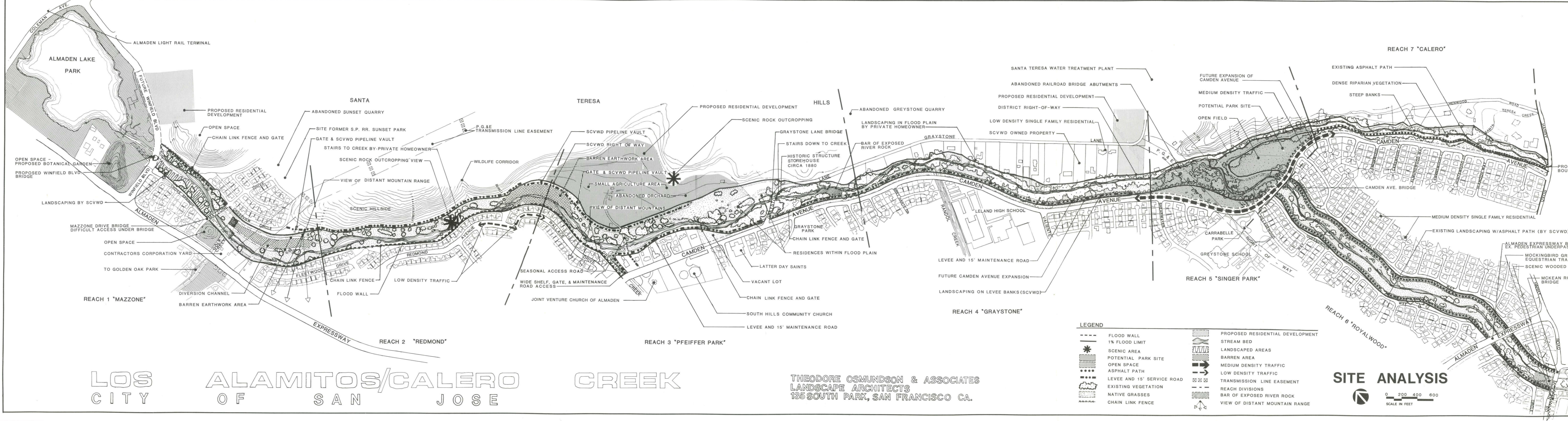
The Los Alamitos and Calero Creeks have been important District water supply transportation facilities since the mid-1930's when the Almaden and Calero Dams were constructed. These water conservation dams collect winter runoff which is then released in the spring and summer months to flow via the Los Alamitos and Calero Creeks to recharge areas in and along the Guadalupe River. There, the water is percolated into the groundwater basin. While there has been some recharge in the Los Alamitos Creek, it has been minimal.

The District has been expanding its In-county Dis-

tribution System to handle the increased water supply that will be imported from the San Felipe Division of the Federal Central Valley Water Project. The system additions include major raw water transportation pipelines. A large (72-inch) raw water pipeline, Almaden Pipeline, was constructed along the Los Alamitos Creek in conjunction with the flood control project. The pipeline was constructed above grade within the levee along Camden Avenue to avoid disturbing a sensitive Indian burial area. The Santa Teresa Water Treatment Plant is located less than 1/2 mile from the creek and associated with it there are both treated water and sludge transportation pipelines located along the creek in the study area.

Historic Southern Pacific Railroad abutments - Singer Park Reach.





LOS
CITY

ALAMITOS/CALERO
OF
SAN JOSE

CREEK

THEODORE OSMUNDSON & ASSOCIATES
LANDSCAPE ARCHITECTS
135 SOUTH PARK, SAN FRANCISCO CA.

SITE ANALYSIS

0 200 400 600
SCALE IN FEET

SITE ANALYSIS

This stretch of Los Alamitos Creek and portion of Calero Creek runs through a recently developed portion of southern San Jose. It flows north along the western base of the Santa Teresa Hills roughly paralleling the major thoroughfares of Almaden Expressway and Camden Avenue. In the 1970s the Santa Clara Valley Water District (SCVWD) made flood control improvements to the creek without major disturbance to the creekbed, preserving much of its natural character. In all cases the channel has open space or public land on at least one side and the flood plain at 300 to 400 feet is much wider than the normal creek channel. Existing trails and maintenance roads already provide a partial interim trail system. These factors make it possible to develop a continuous linear park with public access to the creek. For purposes of this study the study area of the creek has been divided into 7 reaches based on natural and manmade features.

REACH 1: "Mazzone"

Named after the adjoining subdivision and a land owner, this reach has two distinct sections. The northern section begins at the north end of the study area at Almaden Lake, a developed public park and ends at the check dam to the south of the Mazzone Drive bridge. At the north end a proposed extension of Winfield Road would bridge the creek. To the west is the Almaden Hills Estates Subdivision and to the east the Santa Teresa Hills slope down to the creek. The creek runs in a "V" shaped channel with a level area separating the channel from Cross Springs Drive on the west. A gravel maintenance access road follows the old railroad grade cut into the base of the hill and connects Mazzone Drive to Almaden Lake Park on the east side of the creek. The channel has an engineered look which is softened by existing native trees above the channel on both sides and the natural hill slope on the east. The SCVWD has also done some revegetation work in this section.

The Mazzone Drive bridge is a concrete structure of recent construction. It connects Cross Springs Drive with the Mazzone subdivision. This part of the subdivision occupies a small valley immediately to the east of Los Alamitos Creek. No lots in this subdivision abut the creek. Instead Cross Springs Drive, Crossview Court and Crossview Circle all border along the flood plain right-of-way.

Continuing south from the Mazzone bridge, the southern section of the Reach begins at the check dam and has two channels. From this point south for 1100 feet the creek has both a natural creekbed and a parallel diversion channel. On the east is Crossview Circle in the Mazzone subdivision and to the west the backyards of Fleetwood Drive abut the creek. Levees and/or walls protect the properties to the west while to the east the subdivision is above the flood plain. Visually this section with its two channels is broad and open, with little vegetation except at the northern end.

REACH 2: "Redmond"

Named for the principal residential street to the west, the Redmond Reach extends along the base of the Santa Teresa Hills. On the east side a gravel maintenance access road follows the old railroad grade cut into the hillside just above the creek. The SCVWD Almaden Valley pipeline runs under this road. The

backyards of Fleetwood Drive, Redmond Avenue, and Wallace Drive abut the creek continuously along the west allowing no space for trails on this side. Although the creek itself has had some clearing work done and a levee/wall has been built on the west side, it still retains much of its natural wooded character. A natural shelf along much of the east side of this section plus the maintenance road provide opportunities for varied trail experiences. With backyards to the west and the undeveloped Santa Teresa Hills to the east this is the most isolated reach in the study area, having public access only from the ends.

REACH 3 "Pfeiffer Park"

The Pfeiffer Park reach is named for the park which is proposed to comprise this reach. It is named for the Pfeiffer family who have a long history in the area with a number of Pfeiffers currently living here. This reach is wider and more varied than most of the rest of the creek. It can logically be divided into four distinct areas.

View of proposed Pfeiffer Park site and location of proposed bike/pedestrian bridge. Old quarry site and rock outcropping in hill at right. (Upper left)



SITE ANALYSIS (con't)

At the north end the reach begins where the creek turns west and the hills turn east. In this area open grasslands, savanna and old farmsteads border the creek and separate it from the hills. The hills here are studded with rock outcroppings, the largest of which is at the base of the hills a short distance from the flood plain. A subdivision is currently planned for the farm land in this area. The creek itself runs in an engineered cut devoid of vegetation, with levees defining a broader flood plain. The west side of the creek is much like the Redmond Reach, with homes backing up to the creek, while the east side differs in that the maintenance road runs atop a levee. Because it will border on a street of the proposed subdivision providing access and surveillance the shelf above the creek on the east side can provide for both paths and picnic sites.

The second major area of this reach consists of the east side of the flood plain from a point near the rock outcropping to the Graystone Lane bridge. This is the widest level area in the reach and has the potential for development as a neighborhood park for the new subdivision. Two inholdings on the west side of the creek at Graystone Lane occupy a part of this land, however, these properties are slated to be purchased by the SCVWD when the owners decide to sell.

The third area is the west side of the SCVWD property from Greystone Creek to Graystone Lane. At the confluence of Greystone Creek a level area about 60 feet wide on the south side of Greystone Creek provides a connection from Camden Avenue to Los Alamitos Creek. About 200 feet to the north of this the SCVWD maintains a seasonal check dam to provide for groundwater recharge. This check dam provides a restricted access road which connects to Camden Avenue via a driveway. Another access road atop the levee extends south to Camden Avenue and the Graystone Bridge. Outside the levee at Camden Avenue there is a small level area suitable for parking and inside the levee there is a particularly handsome shelf suitable for the development of family picnic sites.

The final area extends to the south of the Graystone Bridge for about 1400 feet. Here the SCVWD owns land on both sides of the creek from Graystone Lane on the east to Camden Avenue on the west. The creek meanders through several sand bars and lightly wooded shelves on both sides provide sites for trails and picnic sites. A stone storehouse, circa 1880, sits at the east end of the Graystone Bridge.



The shady, flat areas adjacent to the creek offer fine sites for picnicking in the proposed Singer Park.

REACH 4: "Graystone"

The Graystone Reach is named for Graystone Lane which begins at Camden Avenue, crosses Los Alamitos Creek then runs south for almost a mile parallel to the creek for the length of this reach. This reach begins at the first privately held lot past Pfeiffer Park on Graystone Lane. On the east side of the creek residential properties along Graystone Lane border the creek with property lines extending roughly to the center line of the creek. This prevents recreational development on this side of the creek. High ground to the east defines the flood plain while a levee to the west protects residential neighborhoods from flooding, covers the SCVWD Almaden Valley Pipeline and separates the creek from Camden Avenue. A gravel maintenance road runs along the top of the levee. The creek itself is largely in a natural wooded state meandering from side to side of the flood plain. A natural shelf along much of the west side of the reach plus the maintenance road provide opportunities for varied trail experiences.

REACH 5: "Singer Park"

The Singer Park Reach is named for Singer Park, the land for which was a gift of the residential developer. It is an undeveloped park owned by the City of San José at the confluence of Calero and Los Alamitos Creeks. This reach begins opposite Shearwater Drive and is bounded by an arm of the Santa Teresa Hills on the east and by Camden Avenue on the west. Los Alamitos/Calero Creek flows along the base of the hills while Los Alamitos meanders from the confluence to a bridge on Camden Avenue. On the east side of the creek residential properties border the creek with property lines extending roughly to the center line of the creek. This prevents recreational development on this side of the creek. This is the widest part of the right-of-way in the study area reaching 800 feet at the widest point. It is divided into two areas of about equal size by Los Alamitos Creek.

SITE ANALYSIS (con't)

The northern area is bisected by a flood control levee which follows a "dog leg" alignment and divides this area very strongly. A maintenance road runs along the top of this levee. The triangular area between the levee and Camden Avenue is about two acres in size, is fairly open but does contain some trees from an abandoned orchard and is strongly focused on the street and neighborhood. This area is owned by the City.

The creek side of the levee is more isolated than other parts of the park by both the levee and the creek. It consists of a fairly wide wooded shelf which is suitable for both trails and picnic sites. The old railroad bridge crossed the creek here and the bridge abutments still stand.

The southern area is dominated by a flat open field and is wooded only along the creeks. It is bounded by Calero Creek on the northeast, Los Alamitos Creek on the west and Camden Avenue on the South. There are no levees or other flood control developments here. This area is also in City ownership.

REACH 6: "Royalwood"

This reach of Los Alamitos Creek is named for Royalwood Way which parallels it for most of its length. It begins at the Camden Avenue bridge and extends to the city limits just past the McKean Road Bridge. This reach has residential streets on both sides and its flood plain is defined by two parallel levees about 300 feet apart. These levees are landscaped and have an asphalt hiking/bicycle trail on their top. The trails are the only developed recreational facilities in the study area but no connections have been made under the Camden Avenue or McKean Road bridges. Connections do exist, however, under the Almaden Expressway. The flood plain is lightly wooded and is one of the most attractive parts of the study area. With its trails this reach is in the least need of recreational development, however it does have a potential mini-park site at McKean Road and generally provides an attractive setting for the development of picnic sites.

REACH 7: "Calero"

The Calero Reach is actually the northern end of Calero Creek. This reach begins opposite Bluffwood Court and extends upstream to the city limits at Harry

Road. The creek runs in a deep heavily wooded natural cut and has had no flood control development. Rural lots border the east side of the creek and Camden Avenue on the west. Due to steepness of the banks and heavy vegetation, access to the creek is difficult in this reach. The flood plain right-of-way is the narrowest in the study area, however, there is room for a trail between the creek bank and Camden Avenue.

Bike/Pedestrian undercrossing at Almaden Expressway - Royalwood Reach.



LAND USE

For the purpose of clarity, the specific land under consideration in this study is the creek area within the right of way lines of the Santa Clara Valley Water District (SCVWD), and the adjacent lands of the City of San Jose held for park and recreation purposes.

The SCVWD owns a continuous right of way for the length of Los Alamitos and Calero Creeks in the study area for maintenance, access and development of a one hundred year event (one percent) flood control channel. Through joint-use agreements these lands can become available for public use with a bicycle/pedestrian and equestrian trails. By combining these lands with lands already owned by the City of San Jose two neighborhood parks can be developed. The southern one of these sites has already been designated as a park site.

The other public parks adjacent to the study area include Almaden Lake Park, Golden Oak Park, Graystone Park and Carrabelle Park. Graystone and Carrabelle Parks are neighborhood parks which are across Camden Avenue from the creek right of way. Almaden Lake Park is a very popular City owned regional park featuring swimming, fishing and boating and is located on Los Alamitos Creek immediately to the north of the study area.

Golden Oak Park is an undeveloped linear park using a P.G.& E. right of way. It begins at the Almaden Expressway near the Mazzone Subdivision running west to Guadalupe Oakgrove and T.J.Martin Parks ending at Guadalupe Creek. If adequate connections could be made across the Almaden Expressway, Golden Oak Park, Guadalupe Creek and Los Alamitos Creek could form a triangular park/trail system.

Current land uses in the study area are simple and involve few types of ownership. There are no commercial, industrial, or multiple housing uses in the area. Private land ownership lies in the hands of individual single family home owners, established land owning families which have been long associated with agriculture, the lands of two religious denominations and the Pacific Gas and Electric Co. Agencies in the public sector owning land include the City of San Jose, the Santa Clara Valley Water District and the San Jose Unified School District.

The primary land use is for single family residential subdivisions. Large areas of the Santa Teresa Hills to the east of the creek are in dedicated undeveloped

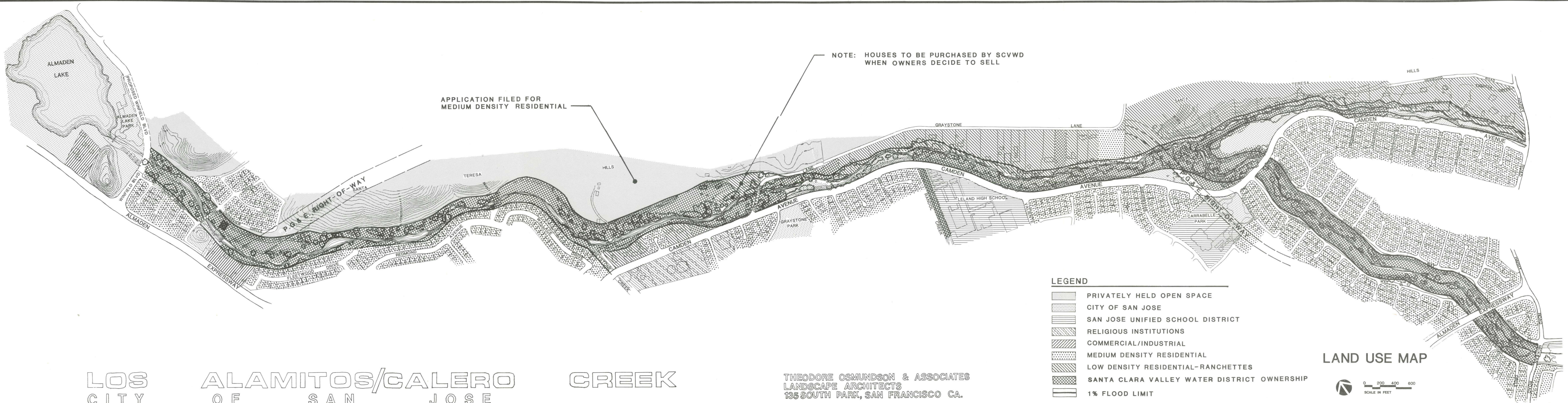
open space while the last remaining flat open space within city limits is already proposed for single family residential development. The other land uses in the area are parks, schools and churches.

There are also a number of ranchettes bordering on the creek off Camden Avenue, Henwood Road, Viewcrest Drive and Graystone Lane. Except those of Camden Avenue, these ranchettes, which make up the east bank of the creeks from a point about 1100 feet south of the Graystone Lane Bridge to Harry Road, extend into the floodplain usually to the center line of the creek. The SCVWD has acquired some maintenance easements within the floodplain for flood control work on these properties otherwise public access is restricted.

Within these categories properties are owned and used as follows:

1. San Jose Unified School District
 - A. Leland High School
 - B. Greystone School
2. Santa Clara Valley Water District
 - A. Los Alamitos Creek flood control channel
 - B. Calero Creek
 - C. Santa Teresa Water Treatment Plant and force main

- D. Almaden Valley Pipeline
3. Church of Latter Day Saints
 - A. Church buildings
 - B. Religious School
4. South Hills Church
 - A. Church buildings
5. Almaden Unified Church
 - A. Church buildings
6. City of San Jose
 - A. Carrabelle Park
 - B. Graystone Park
 - C. Almaden Lake Park
 - D. Guadalupe Oak Grove Park
 - E. Singer Park
7. Santa Clara County
 - A. Almaden Quicksilver County Park
8. P.G.& E. transmission line right-of-way
9. Residential subdivisions
10. Ranchettes
11. Open land and hillsides. (No farming)



3

THE MASTER PLAN

MASTER PLAN GOALS & OBJECTIVES

MASTER PLAN DESIGN CONCEPT

GOALS AND OBJECTIVES

Listed below are goals and objectives that have been established and approved by the Citizens' Advisory Board for the Los Alamitos/Calero Creeks.

1. Provide continuous recreational trail system and other appropriate creek oriented recreational facilities for the enjoyment of the neighboring citizens of Los Alamitos/Calero Creek and surrounding areas of San Jose with provisions for the handicapped.
2. Preserve, maintain, and enrich the natural environment, including the preservation and promotion of the existing wildlife habitat.
3. Preserve and maintain any historic and archaeologically significant areas.
4. Acknowledge and provide the connections to other trail systems within the City of San Jose and County of Santa Clara.
5. Protect privacy and security of the residences that abut the creek.
6. Promote public safety, minimize liability and ensure personal and property security by providing sufficient recreational opportunities which promote continual day-time use of the creek trail system. Provide safe street crossings for the trails.
7. Recognize and work with the goals of the Santa Clara Valley Water District's program for flood control and water supply and help to ameliorate the adverse aesthetic and environmental effects of these projects.
8. Promote interagency cooperation and citizen participation in the planning, development, management and maintenance of the creek and its surrounds to meet the needs and requirements of all participants.
9. Recommend policies and standards for future public and private development along the creek.
10. Recommend a feasible plan in which the master plan can be divided into development phases and provide a general cost estimate.

DESIGN CONCEPT

The design concept evolved from the site analysis, goals and objectives, and the opportunities and constraints established in the first stages of the study through meetings of the consultants with the staff, the Technical Coordination Committee and the Community Advisory Committee.

The Design Concept consists of providing, in addition to the basic flood control functions, passive public recreation, a corridor for moving from one recreational area to another, enhancement of wildlife and fisheries, environmental education and nature study. These activities should be provided with the least impact on the natural environment of the creek and with minimum disturbance to neighboring residential properties.

The Design Concept has been translated into positive modifications within the Creek flood plain and adjoining public lands with a program for development to accommodate these objectives. They include the construction of a continuous trail system for hikers, joggers, runners, bikers and equestrians, intermittent stopping points along the trails for family picnicking, resting, and children's play equipment areas; a gathering point for classes from the adjacent elementary and high schools where students may be oriented to the creek for nature walks, explanations of the flood control problem and its engineering, human and nature oriented physical solutions, and the history of the creek and valley. At the confluence of the Calero and Los Alamitos Creeks an 11 acre park will provide family recreation with picnicking, free play turf areas, play equipment and walks as well as providing a natural riparian experience

To develop this concept, a set of guidelines has been established for grading, improving circulation, security and user access, restricting public vehicular access, protecting privacy and security of adjacent residents and adding new planting to improve visual quality, improve the habitat of birds and animals, provide erosion control and shade, screen objectionable views and soften the visual impact of engineering structures. Cooperation with the Santa Clara Valley Water District will be continued to encourage maintenance practices which will give favorable impacts to recreational and aesthetic values within the framework of flood control needs.

GUIDELINES FOR TRAIL DEVELOPMENT

Guidelines for the development and maintenance of the creek study area are an integral part of the Master Plan for the Los Alamitos/Calero Creek project and should be followed by all public agencies involved, now and in the future. The following guidelines cover grading, trail design, planting, flood control, security and maintenance.

GRADING

1. Grading for recreational, flood control and water supply purposes shall, to the extent possible, respect the natural character of the creek with gentle slopes and rounded tops wherever possible.
2. Whenever space permits and flood control and water supply requirements are not compromised, additional grading shall be permitted to create a more natural appearance for levees which have been constructed over straight runs of pipeline.
3. Grading for trails shall allow for ease of running and hiking by using flat runs or easy gradients.

TRAIL DESIGN

1. The bike/pedestrian trail system shall be designed to meet State of California handicapped access standards.
2. Bike trails shall follow the guidelines of the Bikeway Planning and Design Standards of the California Highway Manual.
3. Locate trails to provide the maximum experience of the creek environment consistent with preserving wildlife, aesthetic values, and flood control and water supply requirements.
4. The trail system shall avoid the use of long straight stretches of asphalt or gravel paths wherever possible. A meandering, more curvilinear path is desirable.
5. Provide interesting stopping points along the trails for picnicking, drinking water, children's play areas, identification of special features of the creek such as long distance views and shady plateaus.

6. Designate one area along the trail as an assembly and orientation point for environmental education classes or groups.
7. Where creek right of way permits, provide a 10' wide asphalt bike/pedestrian trail with an adjoining 2' to 3' wide decomposed granite jogging lane and a separate 10' wide earth or decomposed granite equestrian trail.
8. Wherever an asphalt pedestrian/bike trail is to be located on the flood control maintenance road, the trail shall be designed to accommodate security, maintenance and service vehicles.
9. Access points to the trail system shall be marked by signs. Maps of the trail system and its various amenities shall be provided at key locations.
10. Provide equestrian and pedestrian trail crossings of streets under bridges wherever possible. When this is not possible, pedestrian and equestrian

crossings at street level shall be marked with white painted lines and signs shall be placed per California Standards at the approach of these crossings.

ENVIRONMENTAL REQUIREMENTS

1. Trails shall be located and constructed to cause the least disturbance to the natural landscape and wildlife habitat. This shall include avoiding existing trees wherever possible and using existing level areas to prevent large scale grading. Additionally, wherever practical, an 80' setback from the center line of the creek should be maintained for all development to provide a riparian habitat for wildlife.
2. Environmentally compatible erosion control methods shall be used to prevent erosion on steep banks wherever possible.

Joggers on SCVWD levee service road - Pfeiffer Park Reach.



GUIDELINES (con't)

FLOOD CONTROL

1. Insure that access is maintained for Santa Clara Water District (SCVWD) maintenance and flood control and water supply activities.
2. Coordinate SCVWD activities with trail maintenance and trail goals.
3. Protect the Water District's revegetation projects, including plants and irrigation system, from damage.

SECURITY AND MAINTENANCE

1. Use locked gates, signs and/or bollards to control unauthorized vehicles from entering the creek area and to close off areas where access by bicyclists, equestrians and pedestrians is not desirable (ie., behind residences).
2. Large dense massings of new plants shall be avoided which prohibit visibility for safety and surveillance purposes or which interfere with SCVWD work.
3. Prune and thin existing vegetation at the top of steep banks as necessary to expose these banks for safety and surveillance purposes.
4. Wherever possible, existing access to the rear of residences along the creek shall be limited to maintenance and emergency vehicles only.

PLANTING

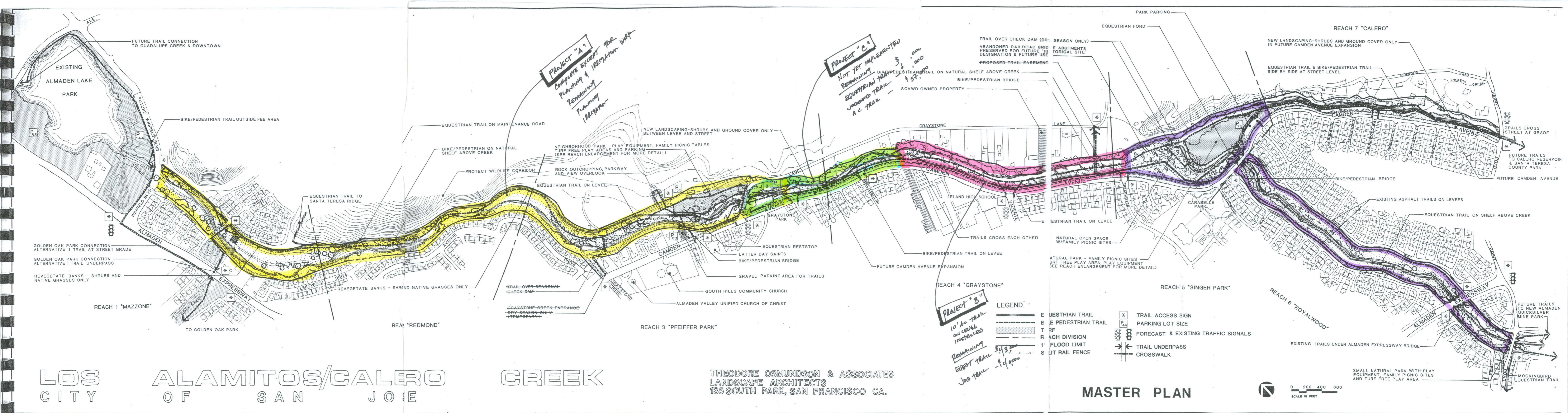
1. Natural vegetation in the study area shall be protected as a resource of the recreation experience, cover for wildlife, food for birds and erosion control.
2. Existing vegetation should be augmented by new plantings of native and naturalized plants of proven adaptation and hardiness to local growing conditions which enhance wildlife food and habitat. These plantings should be consistent with the creek's purpose as a flood control and water supply pipeline corridor.
3. Shade trees shall be used along the trails to provide relief from the summer sun. Trees shall not be

planted on the inside (creekside) of banks and levees if they would interfere with the hydraulic capacity of the creek.

4. Invasive plants such as bamboo and/or noxious plants that exist in the creek shall be removed or controlled. Poison oak should be retained along creek banks, while controlling it alongside of the trails.
5. A variety of plant material of different types, texture, color, form, flower season and color, should be used to create diversity and contrast, to delineate spaces, to provide screenings and to soften flood control and water supply facilities and activities.

SCVWD levee and planting along Camden Avenue. Flat area between embankment and paving is reserved for future street widening - Graystone Reach.





Project "A"
Complete except for
Planning & Remaining
Alignment

Project "C"
Not yet implemented
Remaining
Equestrian trails
Jogging trails
A.C. trail

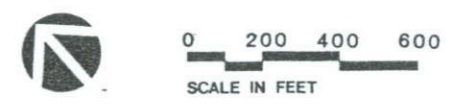
Project "B"
10' of trail
on levees
installed
Remaining
Equestrian
Jogging trails

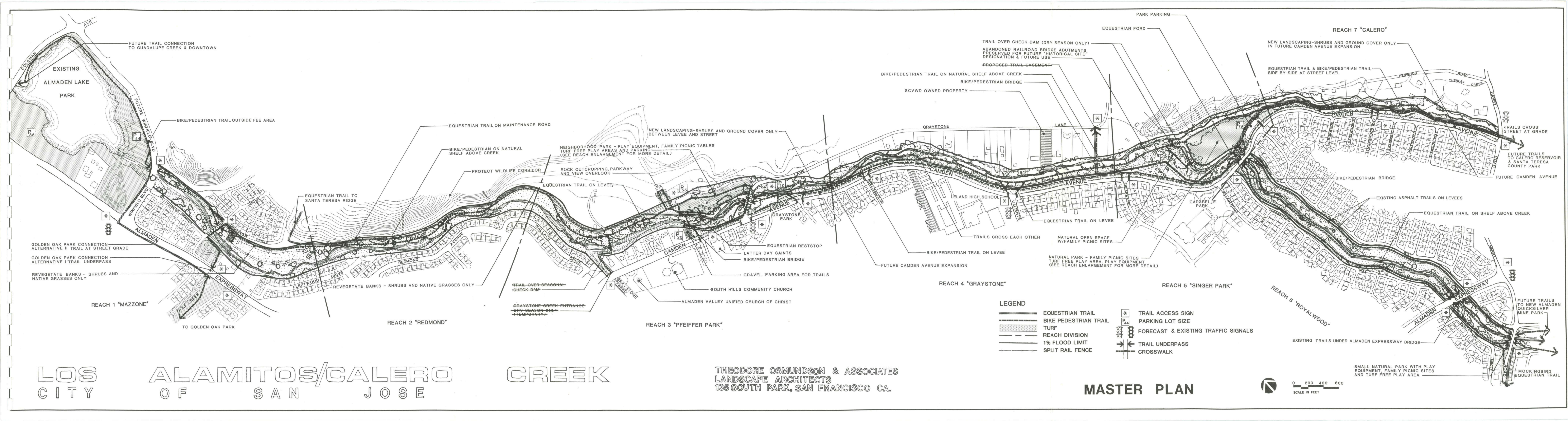
LEGEND

- EQUESTRIAN TRAIL
- EQUESTRIAN/BIKE/PEDESTRIAN TRAIL
- PEDESTRIAN/BIKE TRAIL
- REACH DIVISION
- 1" FLOOD LIMIT
- SPLIT RAIL FENCE
- TRAIL ACCESS SIGN
- PARKING LOT SIZE
- FORECAST & EXISTING TRAFFIC SIGNALS
- TRAIL UNDERPASS
- CROSSWALK

THEODORE OSMUNDSON & ASSOCIATES
LANDSCAPE ARCHITECTS
135 SOUTH PARK, SAN FRANCISCO CA.

MASTER PLAN





THE MASTER PLAN

The main objective of the Los Alamitos/Calero Creek Master Plan is to provide a continuous creekside trail forming the Almaden Valley link in the City and County regional trail system. Parallel bike/pedestrian and equestrian trails will be built. A continuous right-of-way exists in public ownership allowing a continuous trail system away from city streets.

For purposes of the Master Plan study, Los Alamitos/Calero Creek is divided into the following reaches:

- #1 Mazzone
- #2 Redmond
- #3 Pfeiffer Park
- #4 Graystone
- #5 Singer Park
- #6 Royalwood
- #7 Calero

A more complete and detailed description of individual facilities and developments can be found in the following sections describing each reach. For a description of the physical setting of each reach see the site analysis section.

REGIONAL TRAIL CONNECTIONS

In addition to the trails development within the study area it will be necessary to provide connections to the north around the fee areas of Almaden Lake Park to connect with the Guadalupe Parkway and the Coleman Avenue light rail station. This can be done by extending the bike/pedestrian trail from the Mazzone Reach along the proposed Winfield Boulevard extension outside of the Almaden Lake Park fence up to the north end of the fee area then along the shore of Almaden Lake to Coleman Avenue. The trail will then extend under the Coleman Avenue bridge where it will connect with the parkway.

To the south Los Alamitos Creek extends beyond the Royalwood Reach and the McKean Road bridge to the historic town of New Almaden and the Almaden Quicksilver County Park. Future planning efforts will be needed to develop trail connections along the creek to these locations. The equestrian trail will also make a connection here with the existing Mockingbird Equestrian Trail.

Similarly Calero Creek extends south along the western edge of IBM property then on to Calero Reservoir County Park. Future planning efforts will be needed to develop trail connections along Calero Creek to the reservoir and also to connections over the Santa Teresa Hills to Santa Teresa County Park.

The equestrian trail will not connect to the north as will the bike/pedestrian trail, instead it will turn to the east at the north end of the Redmond Reach and make a connection to the designated open space in the Santa Teresa Hills. Future planning efforts will be needed for this designated open space to identify other trail connections but the most likely areas would be at the Pfeiffer Park rock outcropping and along the Mazzone and Redmond reaches where the creek runs along the base of the hills.

NEIGHBORHOOD PARKS

Two areas along the creek are wider and offer greater separation from residential properties than the rest of the creek. These areas offer the opportunity for the development of neighborhood parks, incorporating both natural and landscaped elements. The two parks are Singer Park and Pfeiffer Park. Both will feature a low level of development with central lawn areas, family picnic sites, parking and paths but they will be primarily natural in character particularly along the creeks.

A third park small park will be at the south end of the Royalwood Reach. All of these parks are described in greater detail in the reach descriptions.

TRAIL DESIGN

Two different types of trail are proposed; equestrian and bike/pedestrian.

The bike/pedestrian trail will consist of an eight foot wide paved asphalt path capable of carrying maintenance and security vehicles. This will provide adequate width for bicycles to pass and to accommodate pedestrian traffic. This also will be in conformance with the Bikeway Planning and Design Standards of the California Highway Manual.

In addition to the paved trail a two or three foot decomposed granite jogging lane will be provided on

the side of the trail. Benches will also be provided at suitable intervals along the trail to provide rest stops.

Permanent creek trail crossings will be provided on eight foot wide steel or timber bridges which will be above the one percent flood level. Secondary creek crossings will be made using either a seasonal earth or gravel check dam or on low bridges which would be flooded in heavy storms. Check dams would be removed during period of high water flow and would serve a secondary function of providing for ground water recharge.

The equestrian trail will consist of an eight foot wide dirt or gravel path with overhead vegetation pruned to provide the appropriate vertical clearance. Where practical, to reduce development costs, this trail will utilize existing maintenance roads and the top of levees. These already provide suitable surfaces for equestrian use.

Equestrian creek trail crossings will ford the creek at wide spots where the creek is shallow and the current slow. Gravel will be used to line the bottom of the creek to provide a firm footing. During periods of high creek flow, equestrians will be able to use the bike/pedestrian bridges.

The need for privacy and security for adjoining residential properties in some areas and the private ownership of one side of the creek in others, dictates which side of creek the trails can occupy. In no area are the trails on the same side of the creek as adjoining residential property.

ENVIRONMENTAL CONSIDERATIONS

Trails and other developments are located to provide the minimum disturbance to the natural landscape and wildlife habitat. Trails and picnic sites will be laid out to avoid existing trees and minimize grading. Except where a narrow right-of-way prevents it, an eighty foot setback from the center line of the creek will be maintained for all development to provide a continuous riparian habitat for wildlife.

PLANTING

In addition to maintaining a set back to preserve the riparian habitat, plantings will be installed at selected locations to improve, restore and enhance the habitat

THE MASTER PLAN (con't)

of the creek channel. These plantings will consist of trees and shrubs which are native or similar in character to native plants of the area. They will be irrigated during the period of plant establishment.

The creek side of Camden Avenue is in need of additional planting to heal over the effects of levee construction and make it more in keeping with the adjacent suburban development. These plantings will include shrubs and ground covers but most important will be the installation of street trees to provide shade and a sense of separation from the street.

The current street right-of-way is wide enough for the construction of two additional traffic lanes, however, there are no current projections as to when, if ever, these lanes will be built. If they will not be built or it becomes apparent that they will not be built in the foreseeable future, this area should be landscaped with trees and shrubs to upgrade the appearance of this strip.

In addition to planting shade trees along the street, shade trees will be planted along other parts of the trails which do not have natural tree cover.

NATURE INTERPRETIVE PROGRAM

The creek and the surrounding area's history, diverse wild life and flora and the past and future role of the San Clara Valley Water District offer a rich reservoir of resources upon which to build an educational and/or interpretive program. Depending on the interest shown in the community, a wide variety of groups could become involved in the development and use of a nature interpretive program. There are three schools across Camden Avenue from the Park Chain as well as active 4-H clubs, church groups, equestrian clubs, Boy Scouts and Girl Scouts groups in the area. Other potential participants include hiking groups and park rangers.

A nature interpretive program which would include lectures, discussions, slide shows, organized interpretive walks, etc. could be enriched with a variety of physical elements such as demonstration plantings, trail markers, interpretive signs and displays, and a nature interpretive center.

A demonstrative planting would allow trail users to see and identify the typical native plants of the area.

Labels at the base of the plants would note the botanical and common name. A representation of the plants that have naturalized in the area could also be displayed and labelled.

Trail markers and interpretive signs can be located in areas of special interest such as unique creek habitats, at sites of flood control and water supply work, at historic railroad and quarry sites, at points of geological interest, as well as places where Almaden Valley views are especially good. These markers and signs can be used for self guided and organized walks. The Project Location and Background portion of this report can serve as a prime source of information for the development of such a program.

A nature interpretive center would provide a node of interest and education for trail users, students from nearby schools and other groups. The center could include an amphitheater, a building or shelter for displays, office space for Park and Recreation Department Rangers and parking.

The small amphitheater would provide a gathering point for various groups, provide seating for lectures, speeches, plays etc. It might contain a small informal stage and seating. Typical seating might be a grassy slope, benches or logs. The building or shelter would provide information about the area, and shelter for trail users.

Displays could depict the role of the Water District, the different flora and fauna that are attracted to and live in the creek environment and some of the past history of the Indians, the quarries etc. Rangers or teachers from the schools could give lectures in or lead tours from the building or the amphitheater.

Several different locations in the vicinity have been discussed as possible center sites. These include Guadalupe Oak Grove Park, Almaden Lake Park, the Santa Clara Valley Water District Headquarters, and along Los Alamitos Creek. Also, a connection along McKean Road to the New Almaden Quicksilver County Park complex can greatly extend the physical resources available for nature study, and provides another potential location for a center.

If the nature center is located along Los Alamitos Creek, suitable sites adjacent to proposed parking are available in Pfeiffer and Singer Parks. Wherever a

center is eventually located, the creek and the surrounding area offers a fine field laboratory for groups wishing to study a riparian habitat.

In the meantime, a nature interpretive program can be implemented within the Los Alamitos/Calero Creek Park Chain using trail markers, trail side interpretive signs and displays, and outdoor seating areas as gathering places for small groups.

SAFE ACCESS ANALYSIS

Public safety and access to parks is a prime concern with any urban park. Under existing conditions random public access across public streets is possible along major portions of the Los Alamitos/Calero Creek corridor (see Master Plan). An analysis of existing conditions, traffic control and access indicates that recommendations to control vehicular traffic at pedestrian crossings, and to encourage pedestrian crossings at identified access points will be necessary to improve safe public access conditions.

This analysis addresses the following conditions found adjacent to and within Los Alamitos/Calero Creek Park Chain:

Private property
Minor Park Frontage Roads
Major Park Frontage Roads
Trail Undercrossing at Bridges
Public Parking Lots

In addition to the Guidelines for Trail Development on Pages 17-18, the following recommendations are made:

1. Private Property - Where private property abuts the creek corridor, no public access is permitted. Sufficient public access to the park chain is planned on public land in all the master plan reaches.
2. Minor Park Frontage Roads - Minor park frontage roads are residential neighborhood streets which front the creek corridor. The primary function of these streets is to provide access to adjacent property. These streets include Royalwood, Queenswood, Cross Springs, Cross View Circle, Graystone Lane, and the future subdivision road in the Pfeiffer Reach. Traffic on these streets is generally slow moving and of minimal volume,

THE MASTER PLAN (con't)

thereby allows safe and accessible random street crossings. An existing chain link fence restricts mid-block access to the trails parallel to Crossview Circle. Random street crossing to the trail and park chain is safe and acceptable on these streets.

Recommendation:

- Signage identifying trail crossings and access points to motorists and users is desirable in certain locations.
3. Major Park Frontage Road: Camden Avenue is the only major arterial street adjacent to the creek corridor and also presents the most concern because it serves as the primary access to the park trail system from adjacent residential neighborhoods.

The Camden Avenue right-of-way is 94 feet wide and is planned to be 4 lanes wide. As an arterial street, it is designed mainly for the movement of through traffic, while also serving as access to abutting properties. Camden Avenue is currently built to half of its right-of-way and is two lanes wide with parking on one side in some areas. The posted speed limit is 35 mph. Because it is designed for the movement of through traffic, there are minimal traffic controls existing on Camden Avenue.

Under the assumption of full street improvements, the City of San Jose Department of Traffic Operations forecasts the need for the following traffic control measures. Future signals and sidewalks are forecast at the intersection of Camden Avenue and Graystone Lane, Via Valiente (adjacent to Leland High) and Harry Road. The need for future crosswalks and signage is foreseen at the intersection of Graystone Lane and the future subdivision road serving the east side of the Pfeiffer Reach, at Camden Avenue and Bret Harte Drive, Shearwater Drive and Royalwood Way. These improvements will be implemented once it has been determined to be warranted under the City's policies.

Recommendations:

- Signage identifying trail crossings and access points to motorists and users is desirable in certain locations. (See Master Plan)

- All access to the trail system from public streets shall be designed to occur at street intersections.
 - Pedestrian, equestrian, and bicyclist access to the trails and park chain shall be encouraged at controlled intersections.
 - Rail fencing, rustic and natural in appearance, shall be constructed parallel to Camden Avenue at the eastern street right-of-way to restrict random street crossing and access to the trail system.
4. Trails Undercrossings at Bridges: A trail undercrossing already exists at Almaden Expressway in the Royalwood Reach. At six additional locations within the study area trail undercrossings can be accommodated with minor grading and trail improvements. Trail undercrossings reduce pedestrian, equestrian, bicycle and vehicular traffic conflicts by separating the trail and park users from vehicular traffic. To provide for the safe pedestrian use of these undercrossings the following guidelines are recommended.

Recommendations:

- Maintain minimum head clearance for pedestrian, equestrian and bicyclist use.
 - Provide security night lighting at all undercrossings.
 - Undercrossings shall be designed to have clear and complete sight lines.
 - Trail spurs connecting the trail to the street sidewalks shall also be constructed.
 - Provide lighted emergency telephone boxes.
5. Public Parking Lots - Public parking lots are planned at the Pfeiffer and Singer park sites and at two other passive nodes. These parking areas will be designed to accommodate both the park users and those entering the trail systems. The parking lot capacities reflect the user capacities of the park areas as well as providing for trail use parking. Eighty five (85) parking spaces are accommodated in three lots in the Pfeiffer park area. This capacity

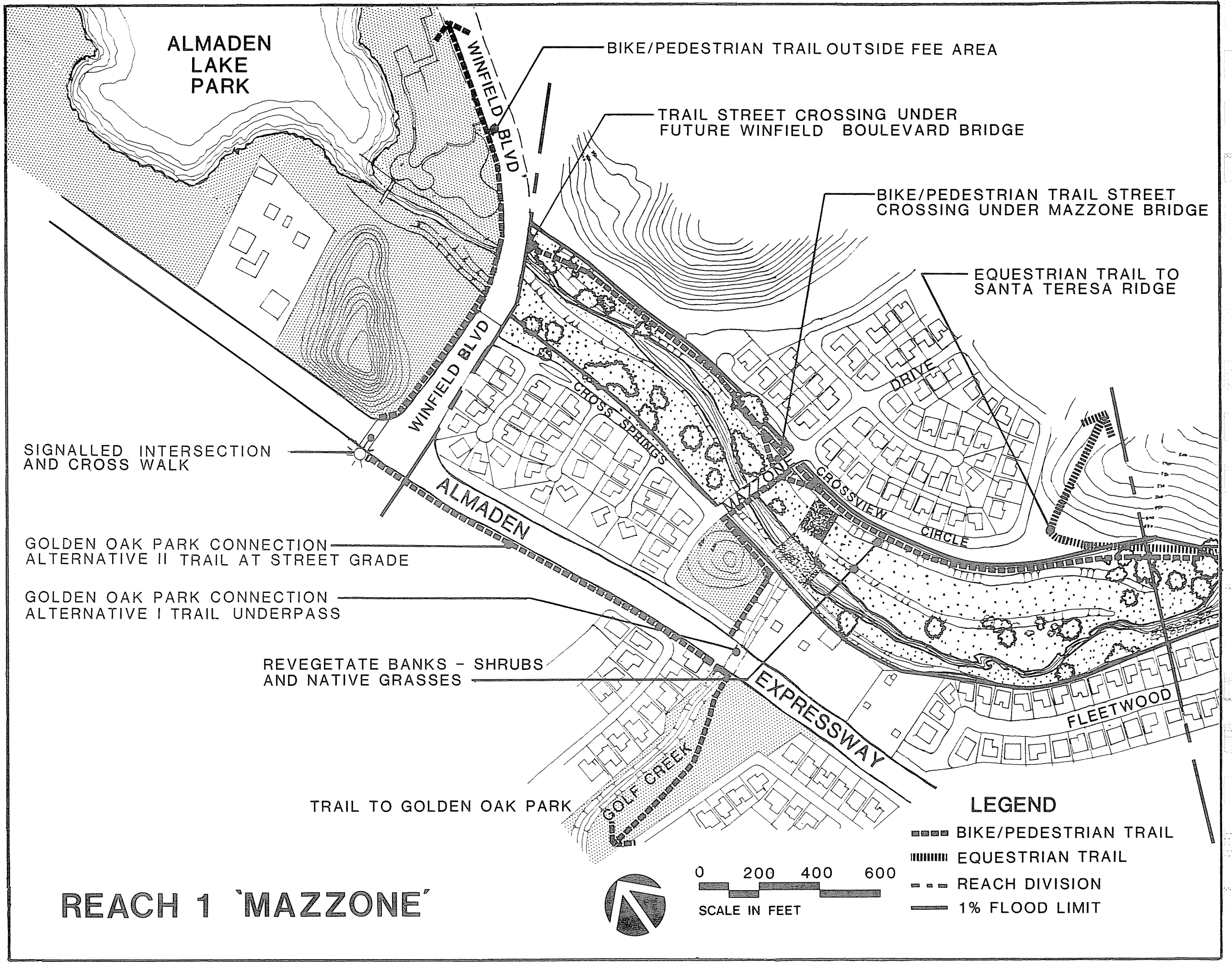
reflects a park capacity of approximately 220 people in 61 spaces in one lot will accommodate the Singer Park site. This reflects a park capacity of approximately 180 people in 50 spaces, leaving 25 spaces for trail users.

All parking areas are accessible from public streets and are immediately adjacent to the park and trail system.

Conclusion:

Existing access conditions to the Los Alamitos and Calero Creek Park Chain are adequate for the current levels of park use and development. However, with future park development and general growth in the area, further improvements to ensure safe access to the park chain will be required. These recommendations will guide those improvements.

Furthermore, with the approval of this master plan, the City of San Jose Parks and Recreation Commission added the recommendation that a Focused Environmental Report shall consider the impacts of widening Camden Avenue on the park chain, and shall be reviewed by the Parks and Recreation Commission prior to acceptance.



ALMADEN
LAKE
PARK

BIKE/PEDESTRIAN TRAIL OUTSIDE FEE AREA

TRAIL STREET CROSSING UNDER
FUTURE WINFIELD BOULEVARD BRIDGE

BIKE/PEDESTRIAN TRAIL STREET
CROSSING UNDER MAZZONE BRIDGE

EQUESTRIAN TRAIL TO
SANTA TERESA RIDGE

SIGNALLED INTERSECTION
AND CROSS WALK

GOLDEN OAK PARK CONNECTION
ALTERNATIVE II TRAIL AT STREET GRADE

GOLDEN OAK PARK CONNECTION
ALTERNATIVE I TRAIL UNDERPASS

REVEGETATE BANKS - SHRUBS
AND NATIVE GRASSES

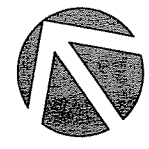
TRAIL TO GOLDEN OAK PARK

REACH 1 'MAZZONE'

LEGEND

- BIKE/PEDESTRIAN TRAIL
- EQUESTRIAN TRAIL
- REACH DIVISION
- 1% FLOOD LIMIT

0 200 400 600
SCALE IN FEET



REACH 1 "MAZZONE"

DESIGN RECOMMENDATIONS FOR CREEK IMPROVEMENTS

GENERAL DESCRIPTION:

This first reach connects Almaden Lake Park to the Almaden Valley. The Santa Clara Valley Water District (SCVWD) owns an extensive right of way providing adequate opportunities to develop a trail system, however, the proximity to recent subdivisions and lack of major streets through the area precludes other recreation development.

TRAILS:

The pedestrian/bike trail will begin on the east side of the creek at Almaden Lake Park and cross under the proposed Winfield Bridge with a connection to street level. It would then continue along the existing maintenance road parallel and adjacent to Crossview Circle and Court. At the Mazzone Bridge an underpass would be constructed to carry through traffic on the trail beneath the bridge while connections would also be made to Mazzone Drive.

A connection to Golden Oak Park should also be provided. This would require a pedestrian/bike underpass below the Almaden Expressway at Golf Creek. From the underpass the trail would extend around the small hill south of Mazzone Drive then cross the Mazzone Bridge to connect with the creekside trail. If cost or technical limitations prohibit this route, then a trail could be provided on the west side of the Expressway to Winfield Boulevard where it would cross the Expressway at a signalled intersection. The trail would then proceed over to the creek along the north side of Winfield Boulevard and cross the creek on the proposed Winfield Bridge where it will connect with the creekside trail.

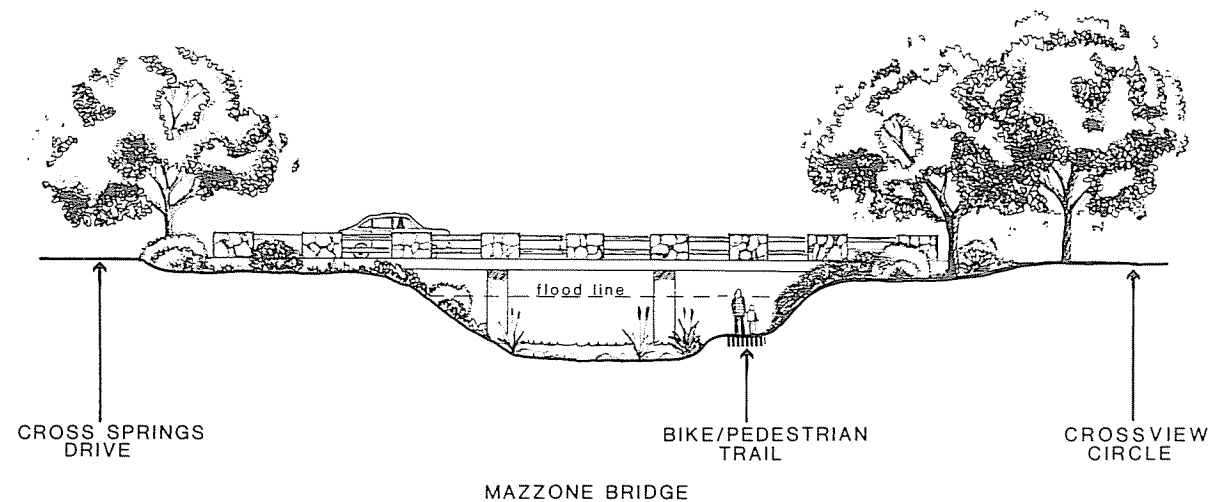
The creekside equestrian trail will begin at the P.G.&E. right-of-way south of the Mazzone subdivision where it will make a connection with the designated open space on the Santa Teresa Hills.

IMPROVEMENTS:

The area north of the Mazzone bridge has been landscaped by the SCVWD as an environmental mitigation measure for flood control work. Additional

landscaping is recommended through the diversion channel and along the embankments and other areas to promote the wildlife habitat and enhance the wildlife corridor. It is also needed to soften the highly visible impact of the flood control works and should

be done following the guidelines outlined by the Water District for planting within the flood plain. It is not recommended that any other recreational uses occur in this reach due to potential impacts on the surrounding neighborhoods.

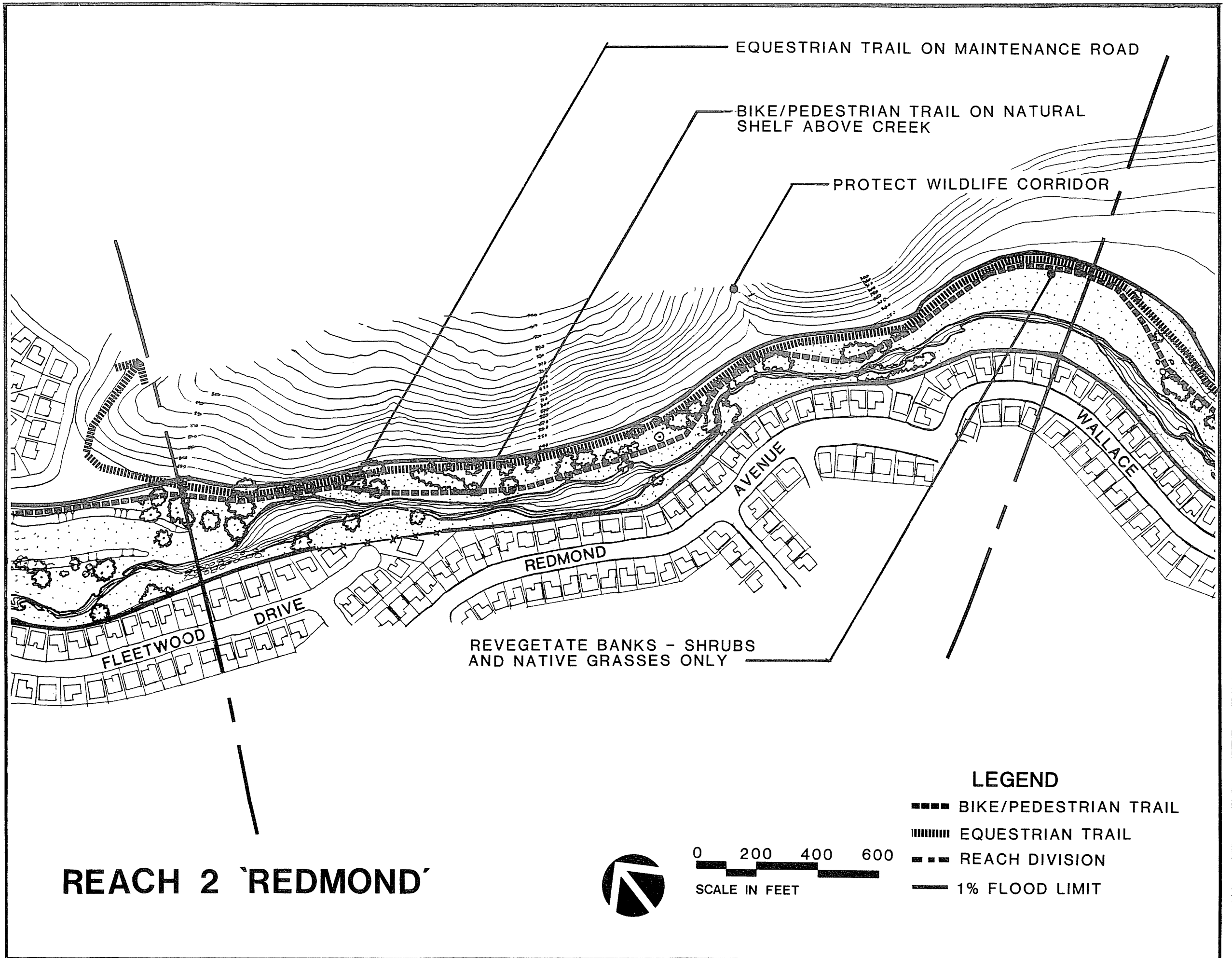


REACH 1 "MAZZONE"

Section - View looking downstream

The northern end of the pedestrian/bike trail is between Crossview Circle (left) and Los Alamitos Creek.





REACH 2 "REDMOND"

DESIGN RECOMMENDATIONS FOR CREEK IMPROVEMENTS

GENERAL DESCRIPTION:

This reach connects the Mazzone Reach to Pfeiffer Park, it is bounded by the Santa Teresa Hills on the east and continuous residential backyards on the west it is therefore accessible only at the end points. A SCVWD maintenance road and in some areas a shelf between it and the creek provide adequate opportunities to develop the trail system. However, the inaccessibility of the reach precludes other recreational development.

TRAILS:

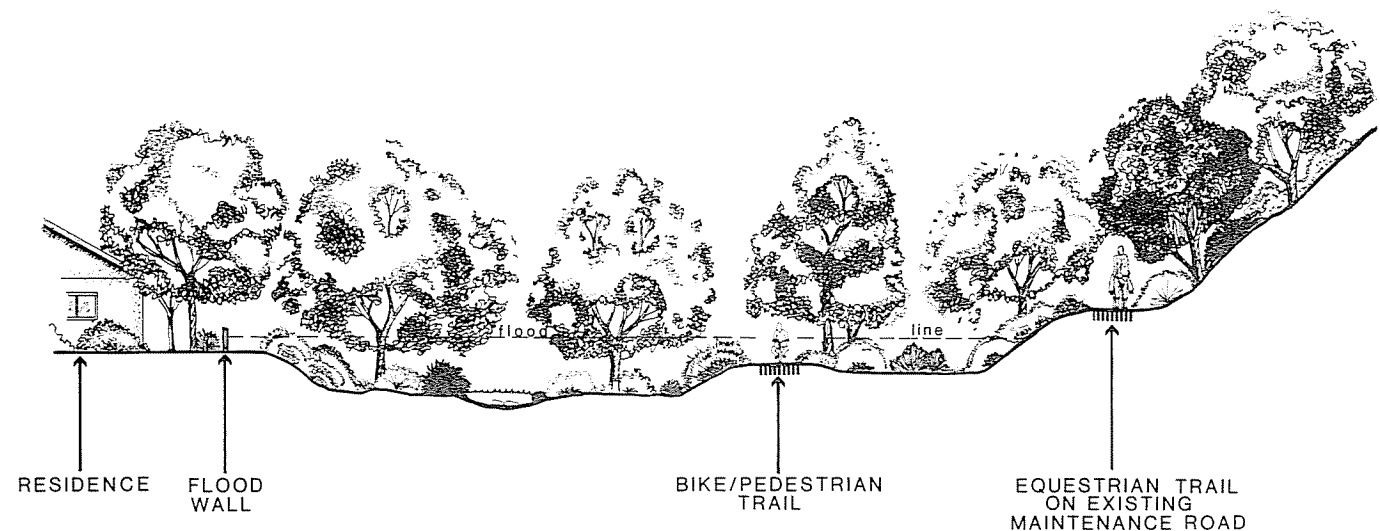
To maintain security and privacy for the backyards abutting continuously along the west side of this reach, trail development will be limited to the east side of the creek with the creek itself providing a buffer between trail users and residences. The equestrian trail would follow along the maintenance road at the base of the Santa Teresa Hills for the full length of the reach. The bike/pedestrian trail would be located on the shelf next to the creek for the northern two thirds of the reach where the shelf is available. At the south end, where the creek meanders to the base of the hills, the bike/pedestrian trail would be parallel and adjacent to the equestrian trail on the current maintenance road alignment.

IMPROVEMENTS:

While much of this reach retains its natural character, additional landscaping is recommended in the area to promote the wildlife habitat and enhance the wildlife corridor. It is also needed to soften the highly visible impact of the flood control works in certain locations.

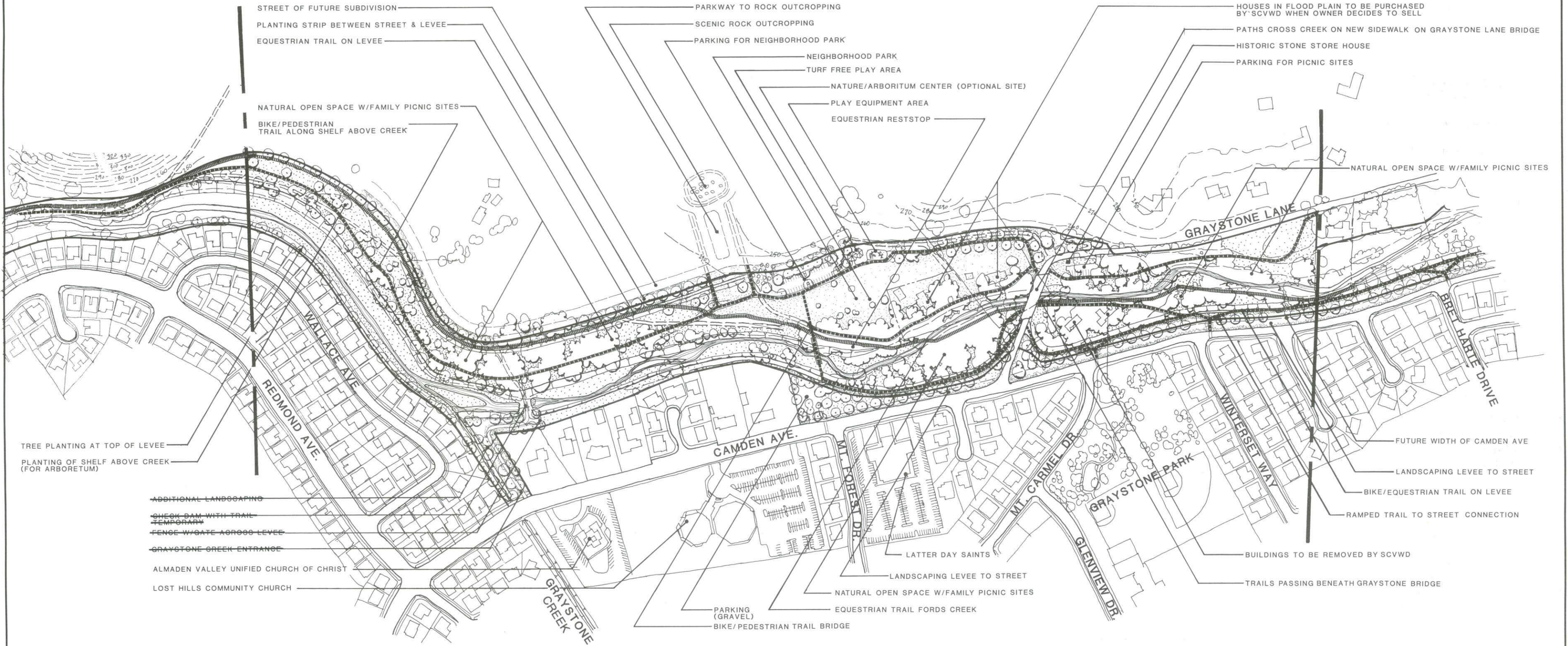


View South along Los Alamitos Creek in Redmond Reach - Existing maintenance road at left, backyards and flood control wall at right.



REACH 2 "REDMOND"

Section - View looking downstream



REACH 3 'PFEIFFER PARK'



0 100 200 300
SCALE IN FEET

LEGEND

- BIKE/PEDESTRIAN TRAIL
- EQUESTRIAN TRAIL
- REACH DIVISION
- 1% FLOOD LIMIT

REACH 3 "PFEIFFER PARK"

DESIGN RECOMMENDATIONS FOR CREEK IMPROVEMENTS

GENERAL DESCRIPTION:

This reach is the most varied of the 7 reaches, the SCVWD right-of-way is wider here than any where else except Singer Park, there are inholdings still in private ownership, undeveloped open space to the east (there is a proposal for a subdivision on this land), parts of it are (or potentially will be) bounded on both sides by roads and streets and it fronts on two major streets; Camden Avenue and Graystone Lane. Because of its size and accessibility there are fewer constraints on recreational development in this reach than most others.

TRAILS:

The bike/pedestrian and equestrian trails would begin at the Redmond Reach on the east side and continue south along the creek, the equestrian trail will use the maintenance road on the levee and the bike/pedestrian trail will follow a new alignment on the shelf above the creek. Both trails would cross the creek just south of the residences on Camden Avenue and would thus avoid the two privately owned lots. The bike/pedestrian trail would cross on a bridge while the equestrian trail would ford the stream. (During periods of high stream flow equestrians could use the bike/pedestrian bridge). The bike/pedestrian trail would then proceed on the west side of the creek on top of the levee to the Graystone Bridge and the equestrian trail would parallel it on the shelf above the creek.

Both trails would cross under the Graystone Bridge then continue south within the flood plain parallel to the Creek, however, from a point opposite Winterset Way the bike/pedestrian trail would be atop the levee while the equestrian trail will remain within the flood plain to the south end of the reach.

The southern of the two lots in private ownership includes a small area on the west side of the creek on the north side of the Graystone Bridge. This piece of land at present blocks access to a trail undercrossing beneath the Bridge. As this land is not likely to be available for some time it may be necessary to provide a crossing at grade of Graystone Lane as an interim measure.

Additional pedestrian trails would be provided as a part of other improvements within this reach.

IMPROVEMENTS:

Because of the width of this reach and its accessibility it has the potential of being developed as a combination neighborhood and natural park. The name Pfeiffer Park has been proposed and it can logically be divided into four areas (see Site Analysis Section).

The northern area has a shelf above the creek which could be developed with family picnic sites. It could be left in the current natural grasses or alternately it could be developed as an irrigated lawn. This should be determined at such time as the park is developed or as user needs arise. The east side of the levee should be landscaped by the developer at such time as the adjoining lands are developed.

The second major area is an old orchard and has two homesites which will be acquired sometime in the future by the SCVWD. This area would become a neighborhood park for the proposed new subdivisions to the east. It would include turf free play areas, some family picnic areas, play equipment and a parking lot. Additions to the trail system would link these facilities together.

The scenic rock outcropping above the creek at the base of the Santa Teresa Hills should be dedicated by the developer and a short parkway trail would connect it to the main part of the park. This would provide a short and unique diversion from the main creek area, offering a view of the creek and the surrounding area. Benches, logs or other forms of seating should be provided here. The parkway would have shade trees, shrubs and possibly some turf.

The third area is the west side of the SCVWD property from Greystone Creek to Graystone Lane. ~~At Greystone Creek a secondary entrance and trail connection can be made using the Greystone Creek right of way and the SCVWD check dam. This entrance would be open only during periods of low creek flow when check dam is in place. South of the check dam the levee would be fenced off to restrict access along the backs of homes.~~

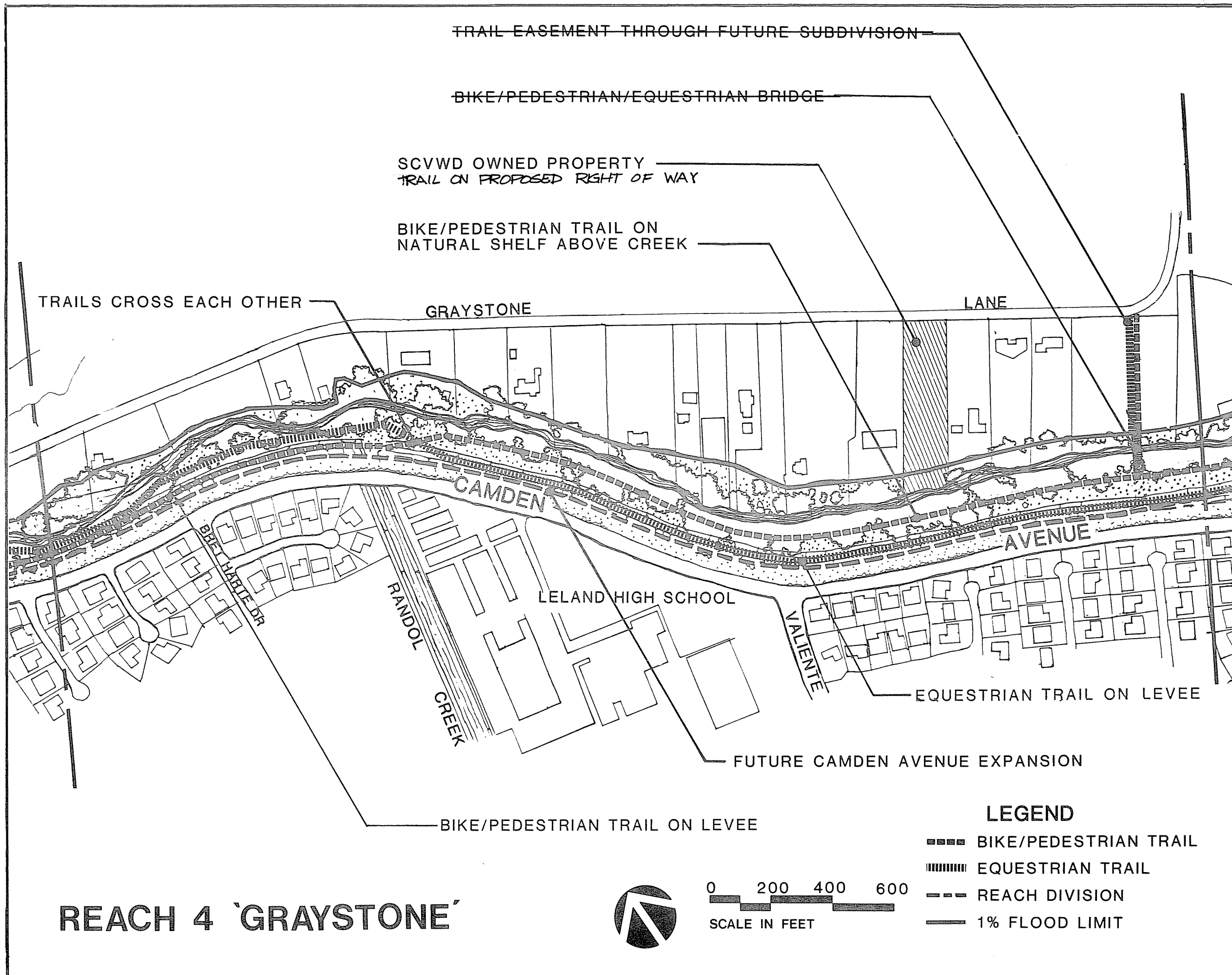
South of the homes along Camden Avenue would be a small parking lot near the bike/pedestrian bridge.

Unless Camden Avenue is widened, the area between Camden Avenue and the levee would be landscaped with shrubs and ground cover making this area more in keeping with the surrounding neighborhoods. Family picnic sites would be developed on the shelf between the levee and creek.

The area to the south of the Graystone Bridge is the fourth area. This would be kept as a natural park area with family picnic sites. The only other improvements would be off street parking and an additional trail to provide access on the east side of the creek.

Additional landscaping is recommended within the creek channel north of Graystone Creek and on the west bank between Greystone Creek and and the bike/pedestrian bridge to promote the wildlife habitat and enhance the wildlife corridor. It is also needed to soften the highly visible impact of the flood control works and should be done following the guidelines outlined by the Water District for planting within the flood plain. A water conserving irrigation system should be used.

Additional landscaping outside the creek channel would enhance the area for users and improve wildlife habitat. Trees and shrubs would help define the larger spaces within the area for passive recreation while providing shade and scenic value.



REACH 4 "GRAYSTONE"

DESIGN RECOMMENDATIONS FOR CREEK IMPROVEMENTS

GENERAL DESCRIPTION:

This reach connects Pfeiffer and Singer Parks. It is bounded on the west by Camden Avenue and a levee. On the east residential properties extend to the center line of the creek and in some cases past it. The fact that the SCVWD has only a maintenance easement on the east side of the creek means that recreation development can take place only on the west side. Only the levee and a shelf between it and the creek are available for recreational development.

TRAILS:

Beginning at the Pfeiffer Park end, the equestrian trail would continue south next to the creek on the shelf. It would ford Randol Creek, then continue south on the levee. From Pfeiffer Park the bike/pedestrian trail would continue south on top of the levee. At Randol Creek it would need to use a portion of the Camden Avenue right-of-way to get around the creek outfall structure. If and when Camden Avenue is widened, it may be necessary to either rebuild this structure or bridge Randol Creek.

The trails would cross each other just past Randol Creek so that the bicyclists/pedestrians would be on the shelf above the creek and the equestrians on the levee. This would create a diversity of experiences for all users.

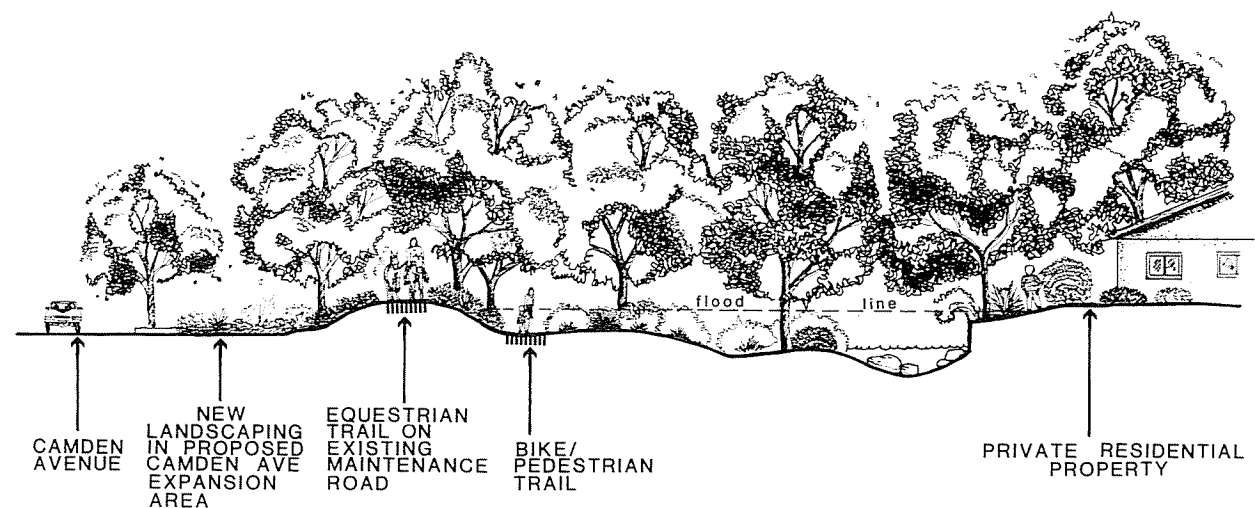
Connections to Camden Avenue would be made for the bike/pedestrian trail at Leland High School, at Via Valiente and at Bret Harte Drive. These would consist of a ramp or pair of ramps on the Camden Avenue side of the levee like those existing on the Royalwood Reach.

A connection will also be provided to Graystone Lane towards the south end of this reach or in the north end of Singer Park. ^{TYPE} Three alternate routes are proposed, the northern route would use a right of way provided by the SCVWD over a pipeline route, ~~the second would use a right of way provided by the developer of the Rajovich property and the third uses the old railroad grade and bridge abutments in Singer Park.~~ ^{second}

IMPROVEMENTS:

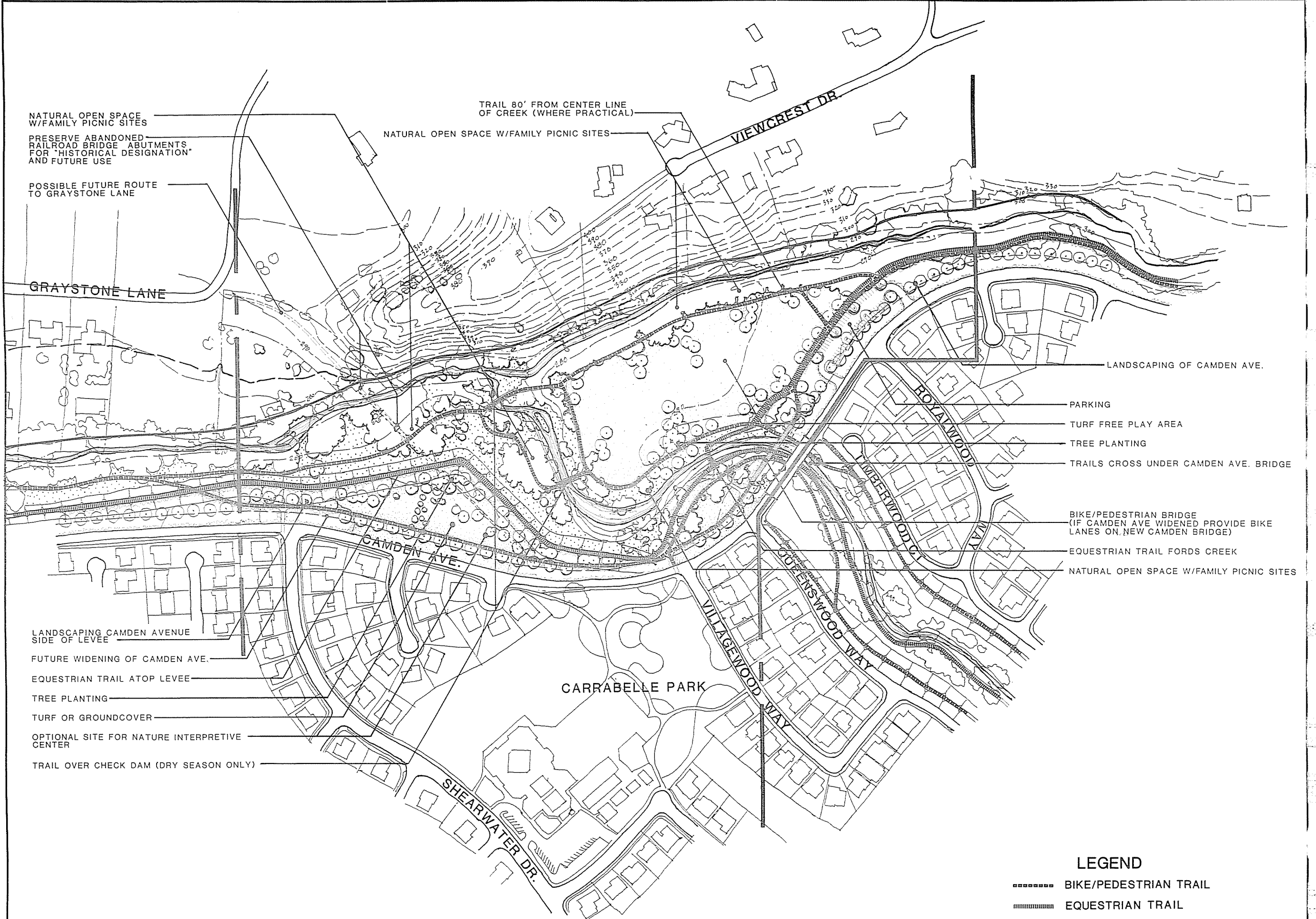
Due to the proximity of unfenced backyards on the east side of the creek it is not desirable to encourage recreation on this reach except for that related to trail usage.

Unless Camden Avenue is widened, the area between the existing lanes and the levee would be landscaped with shrubs and ground cover making this area more in keeping with the surrounding neighborhoods. The High School has requested that Camden Avenue be widened in this area due to traffic congestion during school hours. If this is done new planting would occur only from the levee to the new lanes. In either case trees would be planted along the street side of the levee to provide shade for the trail and a sense of separation from the street. Other areas would be enhanced with planting as deemed necessary to improve the wildlife habitat and the riparian experience of the creek.

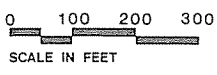


REACH 4 "GRAYSTONE"

Section - View looking downstream



REACH 5 'SINGER PARK'



- LEGEND**
- BIKE/PEDESTRIAN TRAIL
 - EQUESTRIAN TRAIL
 - REACH DIVISION
 - 1% FLOOD LIMIT

REACH 5 "SINGER PARK"

DESIGN RECOMMENDATIONS FOR CREEK IMPROVEMENTS

GENERAL DESCRIPTION:

This is the widest reach in the study area and the only reach with substantial areas outside the flood plain. It has long been identified as an undeveloped park site. Singer Park contains the confluence of Los Alamitos and Calero Creeks, a large open field, the railroad bridge abutments and a large archeological site.

TRAILS:

Beginning at the Graystone Reach the two trails would cross each other at the north end of this reach. The equestrian trail would continue atop the levee to its south end and the bike/pedestrian trail would proceed along Camden Avenue. Both trails would have connections under the Camden Bridge to the Royalwood Reach.

The narrowness of the Camden Bridge prohibits providing an 8' wide bike/pedestrian trail on it. A new bike/pedestrian bridge would be provided for crossing Los Alamitos Creek. The equestrians would ford the creek (contingent on winter water depth of the creek) and from here both trails would continue virtually side by side up Calero Creek.

A secondary bike/pedestrian trail parallel to Los Alamitos-Calero Creek will be provided linking the Graystone and Calero Reaches. This trail will need to cross Los Alamitos Creek near the confluence with Calero Creek using a check dam, low flow bridge or stepping stones. Additional trails would be provided in conjunction with other improvements.

IMPROVEMENTS:

Singer Park can logically be divided into three areas separated by Los Alamitos Creek and the flood control levee. The western most area is bounded by the levee and Camden Avenue. Little development is proposed for this area except for light grading and landscaping. This planting would be of an urban character as this area is outside of the flood plain and faces the neighborhood.



Singer Park on the confluence of Calero and Los Alamitos Creeks, has shady areas for picnicking under oaks and sycamores and easy access to the trails of the Royalwood Reach across Camden Avenue.

This area could also contain the Arboretum/Nature Interpretative Center. These facilities might include a small amphitheater, a building for interpretative displays and office, demonstration planting, a path system and parking. This would be a regional facility serving Golden Oak Park, Almaden Lake Park, and the creek and might be located in any of the three parks. If located on the creek, this site would be the most convenient to neighborhood schools. Any permanent structures must be built above the 100 year flood level as directed by the Santa Clara Valley Water District or outside of the flood plain.

The second area is the shelf between the levee and creek. This area would be left in a largely natural state, however, it would receive light grading, family picnic sites and access trails. Planting would be limited to enhancing the existing vegetation.

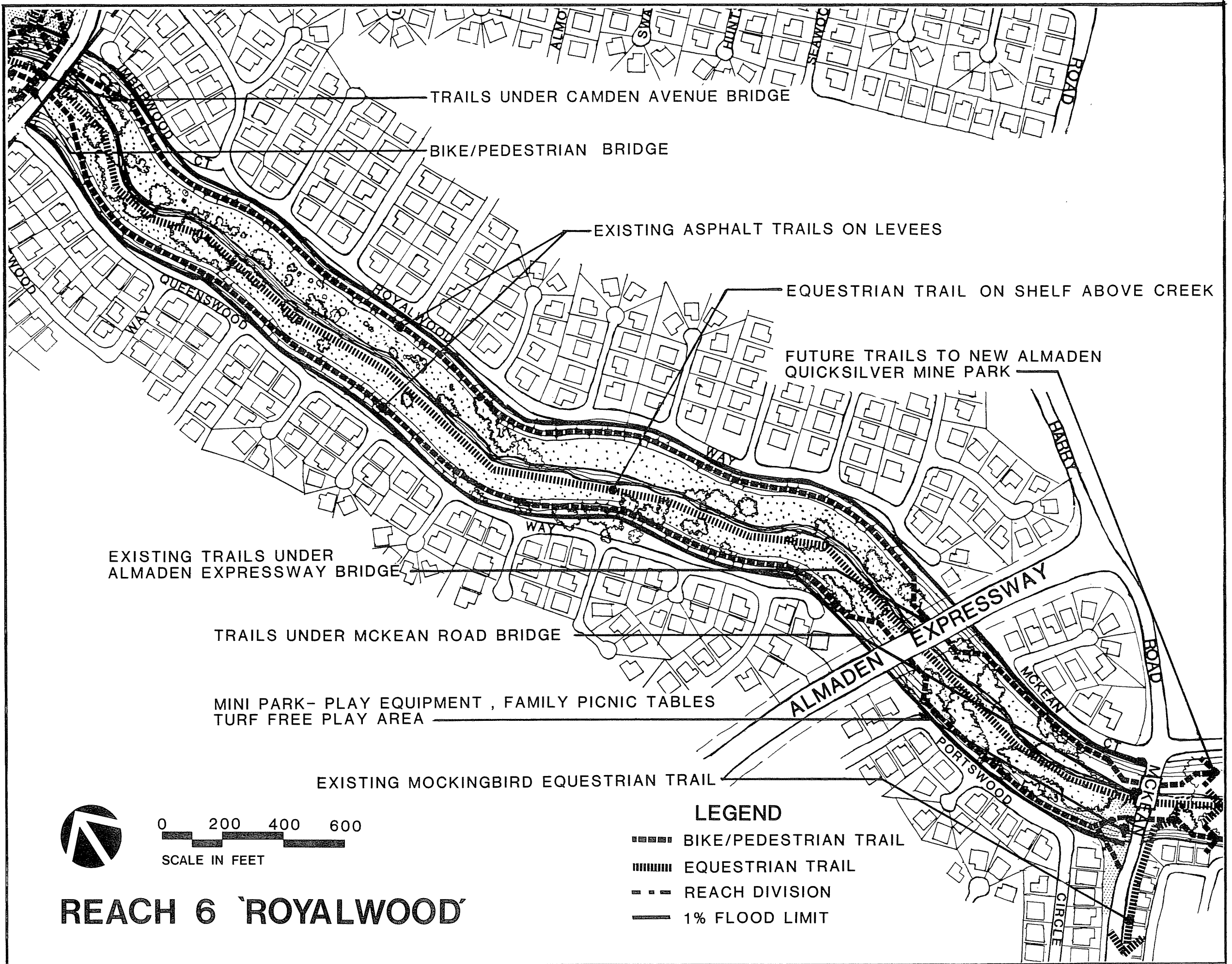
The old railroad bridge abutments in this area would be preserved for their historic value and could be used functionally to provide supports for a bike/pedestrian bridge connecting the Graystone Lane (east) side of the Creek to the Camden Avenue (west) side. If this connection occurs a right-of-way would be needed along south side of the Pfeiffer property to connect to

Graystone Lane. Currently a right-of-way is proposed through the Rajovich future subdivision. A second alternative would be a right-of-way on SCVWD land about 500 feet down the creek.

The third and largest area lies between Los Alamitos and Calero Creeks and is bounded by Camden Avenue on the south side. This area is presently a large open field. It would be graded smooth, irrigated, seeded and then maintained as a mowed and irrigated meadow. Trees would be planted to create smaller spaces.

The trail system would extend all the way around the meadow and family picnic sites will be established under the trees near the creek. A small parking lot would facilitate access to the picnic sites and the trail system and relieve parking in the surrounding neighborhoods.

The creek itself would be retained in a largely natural state, however, two check dams, like the one existing in Pfeiffer Park, might be constructed to provide seasonal crossing points for the trail system. Low flow bridges or stepping stones could be used in place of the dams.



TRAILS UNDER CAMDEN AVENUE BRIDGE

BIKE/PEDESTRIAN BRIDGE

EXISTING ASPHALT TRAILS ON LEVEES

EQUESTRIAN TRAIL ON SHELF ABOVE CREEK

FUTURE TRAILS TO NEW ALMADEN
QUICKSILVER MINE PARK

EXISTING TRAILS UNDER
ALMADEN EXPRESSWAY BRIDGE

TRAILS UNDER MCKEAN ROAD BRIDGE

MINI PARK- PLAY EQUIPMENT , FAMILY PICNIC TABLES
TURF FREE PLAY AREA

EXISTING MOCKINGBIRD EQUESTRIAN TRAIL

LEGEND

- BIKE/PEDESTRIAN TRAIL
- EQUESTRIAN TRAIL
- REACH DIVISION
- 1% FLOOD LIMIT



0 200 400 600
SCALE IN FEET

REACH 6 'ROYALWOOD'

REACH 6 "ROYALWOOD"

DESIGN RECOMMENDATIONS FOR CREEK IMPROVEMENTS

GENERAL DESCRIPTION:

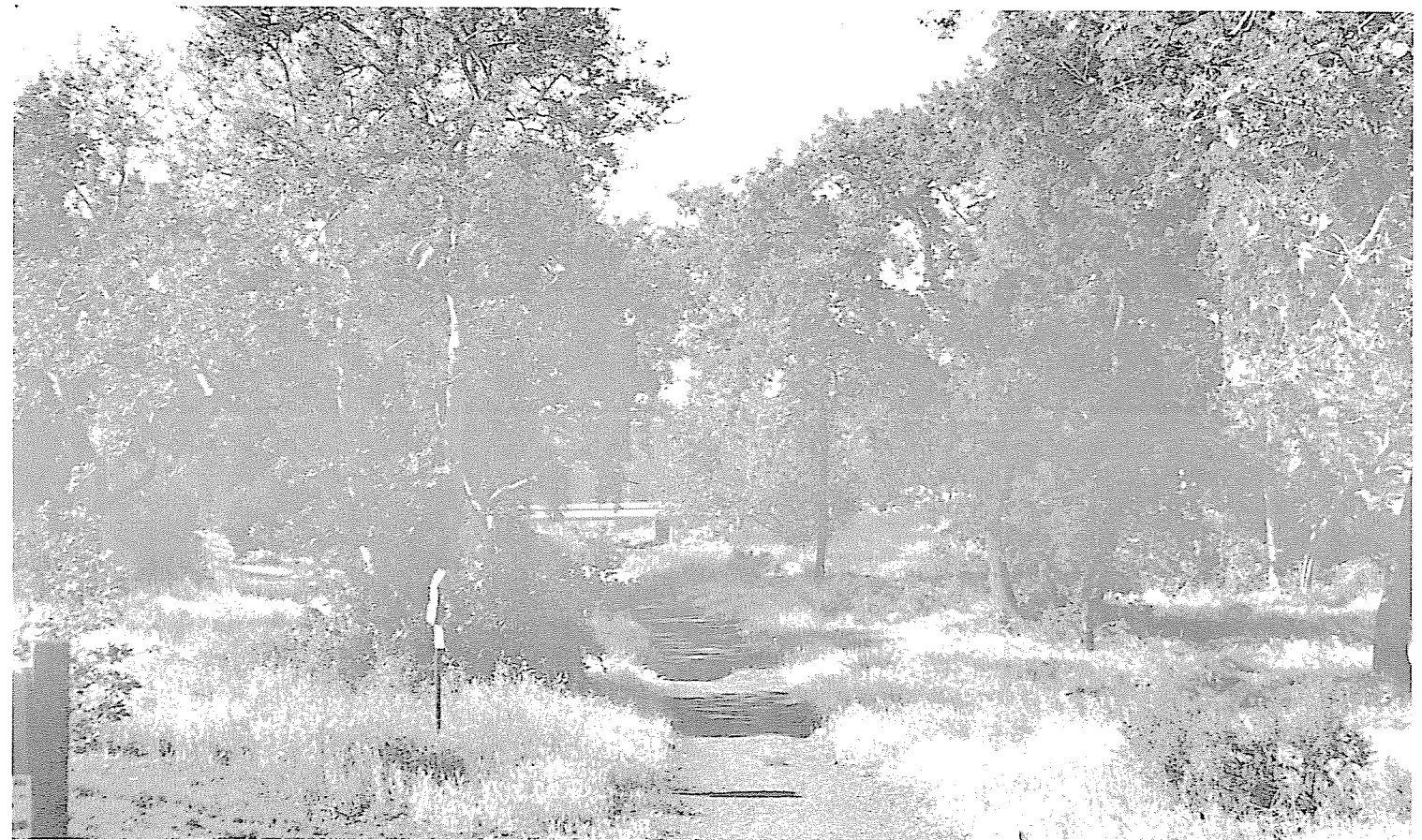
This reach is the southern extension of Los Alamitos Creek from Singer Park. It is a flood plain bounded by two levees, with landscaping on the street side, about 300' apart running through a residential neighborhood.

TRAILS:

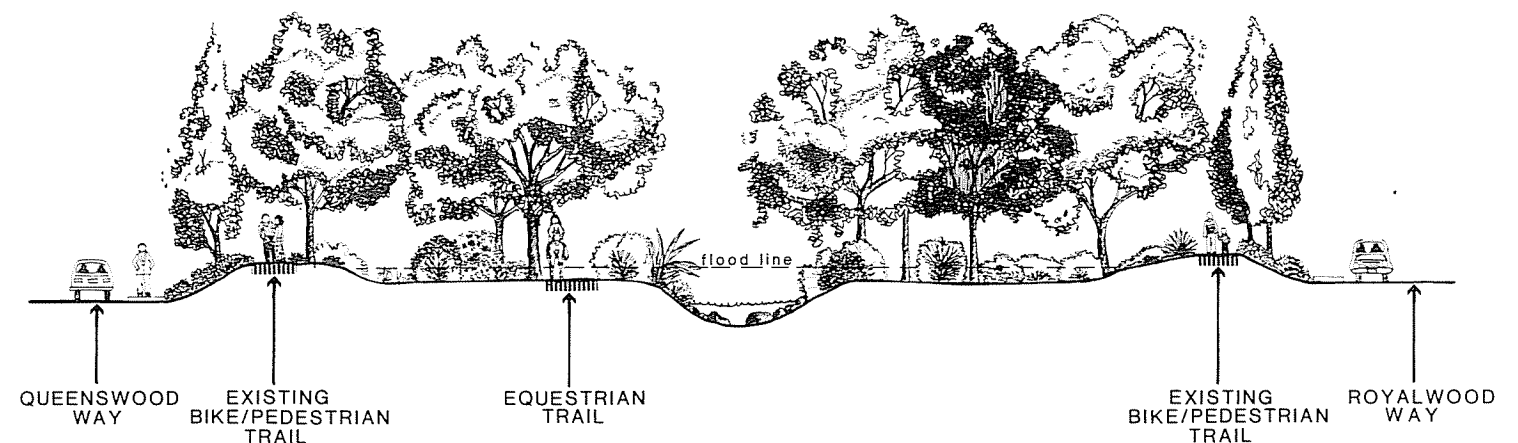
An asphalt bike/pedestrian trail exists on the top of the levees both on the Royalwood Way and the Queenswood Way sides of the creek with an underpass at the Almaden Expressway. An equestrian trail would be added next to the creek on the Queenswood Way side. Under crossings would be provided for all trails at the Camden Avenue and McKean Road Bridges. A connection would be provided to the existing Mockingbird Equestrian Trail on the south side of McKean Road. In the future, extension of the trails would be made south along the creek to Almaden Quicksilver County Park.

IMPROVEMENTS:

A small mini-park is proposed to be built with a small 'free play' turf area and a play structure on the west side of the creek between McKean Road and the Almaden Expressway. This would be added at such time as the neighborhood desires it and the existing problems of loitering etc. are taken care of. Additional landscaping would be added to enrich the wildlife habitat and creek experience where it is deemed necessary and desirable. No other improvements are deemed necessary or desirable.



Undeveloped equestrian trail in the wooded proposed neighborhood mini-park site south of the Almaden Expressway bridge - Royalwood Reach.



REACH 6 "ROYALWOOD"

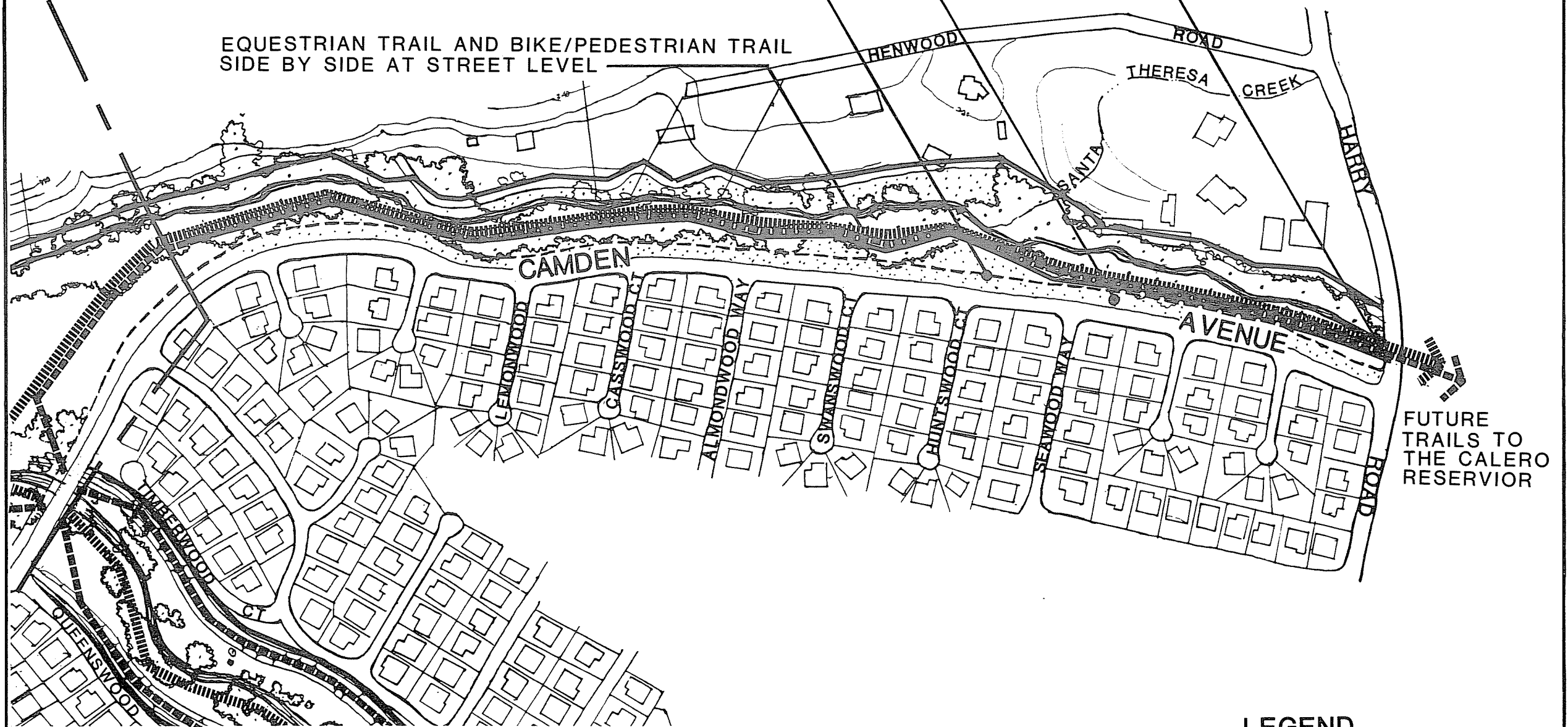
Section - View looking downstream

TRAIL STREET CROSSINGS AT GRADE

NEW LANDSCAPING-SHRUBS AND GROUND COVER ONLY
IN FUTURE CAMDEN AVENUE EXPANSION AREA

FUTURE CAMDEN AVENUE EXPANSION

EQUESTRIAN TRAIL AND BIKE/PEDESTRIAN TRAIL
SIDE BY SIDE AT STREET LEVEL



REACH 7 'CALERO'



0 200 400 600
SCALE IN FEET

LEGEND

- BIKE/PEDESTRIAN TRAIL
- EQUESTRIAN TRAIL
- REACH DIVISION
- 1% FLOOD LIMIT

REACH 7 "CALERO"

DESIGN RECOMMENDATIONS FOR CREEK IMPROVEMENTS

GENERAL DESCRIPTION:

The creek in this reach runs at the bottom of a steep heavily wooded natural cut. The only right of way available for trail use is the narrow strip of land between the top of bank and Camden Avenue.

TRAILS:

The steepness of the banks along the creek in this reach prevents the trails from being close to the creek. It is recommended, instead, that the trails be developed between the top of the bank and Camden Avenue. Due to the narrowness of this area, the bike/pedestrian and equestrian trails would be side by side but would be as far back from the street as possible. The trails can drop closer to the creek wherever grades permit.

In the future, extensions of the trails would be made south along the creek to Calero Reservoir and Santa Teresa County Park. Unfortunately, the connections at Harry Road will need to be made at street level due to the inaccessibility of the creek channel.

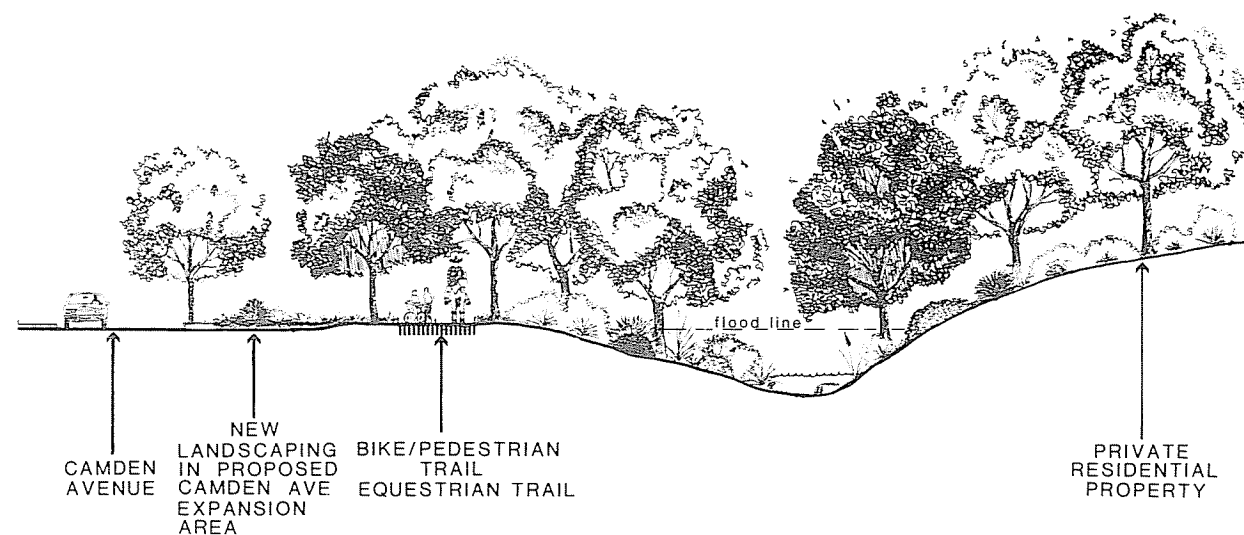
IMPROVEMENTS:

The future lanes of Camden Avenue could be landscaped with interim planting of shrubs and native grasses or ground covers. It is recommended that the area from the Camden Avenue widening to the trails be enriched with more trees and shrubs and which should be irrigated with a water conserving irrigation system. This would provide shade for the trails and a sense of separation from the street.

Dense riparian vegetation in this reach prohibits views down to the creek. Selective pruning and thinning of this vegetation at the top of banks would expose these banks for safety and surveillance purposes and would open up views to the creek.



Existing trail and tree growth looking south along Calero Creek. Camden Avenue is at right - Calero Reach.



REACH 7 "CALERO"

Section - View looking downstream

DESIGN GUIDELINES FOR ADJACENT DEVELOPMENT

Land uses and future development adjacent to Los Alamitos and Calero Creeks can play a critical role in the development and quality of the Los Alamitos/Calero Creek park chain and trail system. The visual image of the creek should be protected, while encouraging and providing for trails and park use.

The City of San Jose Horizon 2000 General Plan clearly states City policies regarding the future role of adjacent land uses in the development of scenic routes and trails:

"The City should control land development along designated Trails and Pathway Corridors in order to provide sufficient trail right-of-way and to ensure that new development adjacent to the corridors does not detract from the scenic and aesthetic qualities of the corridor."

"When new development occurs adjacent to a designated Trails and Pathways Corridor, the City should encourage the developer to install and maintain the trail."

"The incorporation of trails and pathways into lanes used for public and utility purposes is encouraged."

In response to the policies of the Horizon 2000 General Plan and the goals of the Master Plan, the following guidelines are to be considered for development adjacent to Los Alamitos and Calero Creeks:

1. When new development occurs adjacent to Los Alamitos and Calero Creeks, the developer shall be encouraged to make contributions to trail and park development.
2. Development adjacent to the creek corridor shall protect and enhance the trail system and park chain. Thus the location, height and orientation of buildings shall recognize the needs of users for recreational enjoyment, trail access, and surveillance and maintenance. The following guidelines shall supplement the City of San Jose Residential Design Guidelines:
 - A. When public street access is required or feasible with development adjacent to the creek corridor, the new streets shall be oriented to eliminate development between the streets and the creek, using creek frontage roads.

- B. Access to the trail from public streets for pedestrian and bicycle use shall be provided.
- C. Access to the trail from public streets for maintenance and security vehicles shall be provided.
- D. Buildings and site improvements shall be located and oriented to protect existing vegetation as well as other natural and historic resources.
- E. Building and landscape materials should complement the natural character of the trail and creek area. (See the plant list in the appendix of this report).

- F. Open space and landscaping around buildings shall be integrated with the creek trail and landscaping.
- G. Building service areas and refuse areas shall not be located along the creek trail frontage and/or shall be adequately screened from the creek trail.
- H. Buildings shall be located to provide surveillance of the trail from within the site.
- I. Existing wildlife corridors from the hills to the creek shall be protected.

Service road looking south toward Pfeiffer Park Reach.



IMPLEMENTATION AND COST ESTIMATE

The Los Alamitos/Calero Park Chain can be implemented through the combined actions of public, private agencies and service groups.

- Most of the proposed creek trail right-of-way is already in public ownership.
- Several major improvements could be combined with routine public projects.
- Vital trail access points could be provided by regulating private development projects.

Public Right-of-Way

The Los Alamitos/Calero Park Chain can be implemented utilizing lands already in public ownership and encouraging cooperative development between existing public agencies. The Santa Clara Valley Water District (SCVWD) encourages joint-use of District facilities for recreational purposes by responsible public agencies (e.g. San Jose) wherever such joint-use does not conflict with District activities. This joint-use is administered through an agreement in which another agency (e.g. San Jose) takes responsibility for and assumes all costs of constructing, maintaining, policing and liability of trails and pathways located within the District's rights-of way.

Trail Design and Public Improvements

The SCVWD's improvements through this section of creek are primarily for flood control and water supply. Virtually all of this work has already been completed and the existing levees and maintenance roads provide excellent alignments for much of the proposed trail system. However, to meet changing mandated flood control standards the top of the levees in some areas will need to be raised one to two feet. Although this will have little effect on trail design, the regrading required will provide an opportunity to construct ramps and improve the surface of the top of the effected levees.

Two proposed roadway improvements offer opportunities to incorporate the development of portions of the trail system. The costs of trail development could be reduced if these trail improvements are designed into these projects.

The first of these is the proposed extension of Winfield Boulevard linking its two ends together including the construction of a bridge across Los Alamitos Creek. A bike/pedestrian underpass and the trail north around Almaden Lake Park could be included in this project.

Similarly the connection to Golden Oak Park at Golf Creek could be incorporated into the proposed changes to add commute lanes to Almaden Expressway by constructing the underpass as a part of this project.

Trail Implementation with New Development

New land development projects along the creek can provide for trail access and improvements. Using the Master Plan as a guide the City Planning Department can regulate land development with conditions on projects to assure that a right-of-way will be protected for the proposed trail system. In most instances trail installation and assurance of public trail access can be required as part of the project.

Funding of Trail Improvements

Completion of a continuous creekside trail requires the participation of all related jurisdictions.

On the local level, the most significant sources of funding include TDA Funds, City Park Funds, and County Park Funds. The Transportation Development Act of 1972 (TDA) provides funds as a percentage of the state sales tax for local transportation, transit (BART, SAMTRANS, etc.) and bicycle/pedestrian improvements. TDA funds may be used for the construction of paved bike/pedestrian paths, bridges and bike lanes and routes on-street, but not for landscaping. Future TDA funding of Los Alamitos/Calero Creek Park Chain improvements will depend on priorities set by the City Council for use of these funds city wide.

Local funding is also available through Council District 10 by Construction and Real Property Conveyance Tax Funds which are annually budgeted by the City Council. With the City Council approval of the Los Alamitos/Calero Creek Master Plan, including the Phasing Program, they can place this project on their list of priorities for funding along with other park projects in Council District 10.

At the State level there are opportunities for grants for trail development, especially for bike path development. These opportunities include the Roberti-Z'berg Urban Open Space and Recreation Program, and the Land and Water Conservation Fund. The State Department of Water Resources also administers the Urban Stream Restoration Program. This program provides grants to assist local agencies and organizations with on-site restoration work including erosion control, landscaping and creek channel maintenance.

The California Conservation Corps may offer another opportunity for State funded implementation of the trail system with workers available for constructing trails and planting.

The private sector can be an important source of funding and support for trails, landscaping and other amenities (clubs, landowners, and individuals). The Los Alamitos/Calero Creek Master Plan offers the opportunity for bicycling clubs, companies, landowners or individuals to make gifts of money or materials for bridges, trail sections, benches, etc.; or for work parties (Boy Scouts, Youth Groups, etc.) Such projects could be a memorial or means of expressing public appreciation and recognition.

A number of foundations may also have money available for park and trail development. These foundations include: Ahmanson, Alcoa, Arco, Hewlett-Packard, Irvine, Witter, Zellerbach, and Bank of America. Contributions average about \$10,000 to \$50,000 and could be used in meeting the matching grant requirements of the Land and Water Conservation Funds.

Citizen Involvement

The City of San Jose can enlist the help of local citizens to implement the Los Alamitos/Calero Creek Park Chain. Active citizen organizations (e.g. San Jose Beautiful) can help construct the trail or perform periodic clean-up and maintenance. Involving potential users in the design and provision of the trail system can reduce public costs and assure that the trails are important to the community and thus assist in safety and maintenance.

The Los Alamitos/Calero Creek Park Chain will not be implemented all at once. In accepting the Master

Plan, the Council acknowledges this document as a planning guide for future decisions regarding the Los Alamitos/Calero Creek. Specific actions and commitments can assure that in the future the entire trail will be developed: trail routes should be protected; future public and private projects along the trail route should provide for the eventual implementation of the entire system; and full advantage should be taken of available funding opportunities.

PHASING

The recommended phasing is based on the priorities established by the Community Advisory Committee. It follows the order of linking the existing gravel trails, improving the landscaping of Camden Avenue, fully developing the trail system and finally building the neighborhood parks. Actual Phasing may vary as funding sources become available.

#1 Complete the missing links in the existing gravel trails on the levees and maintenance roads including:

- Pfeiffer Park Bridge
- Connection to Winfield Boulevard
- Underpasses at Camden Avenue Bridge

Environmental enhancement planting at areas disturbed by flood control development

#2 Landscape Camden Avenue from the Camden Bridge north.

#3 Develop and pave the non-levee/maintenance road parts of the bike/pedestrian trails except in the Calero Reach.

Complete environmental enhancement planting.

#4 Pave parts of the bike/pedestrian trails on the levees.

Develop the balance of the equestrian trails which are not on existing levees and maintenance roads except from the Camden Avenue Bridge to Harry Road.

#5 Develop parallel trails southeast from Camden Bridge to Harry Road along Calero Creek.

Build Camden Avenue bike/pedestrian bridge.

Landscape Camden Avenue in Calero reach.

#6 Singer Park including park trails, meadow, parking lot, family picnic sites, and triangle and Camden Avenue landscaping.

#7 Pfeiffer Park including park trails, improvements at the rock outcropping, meadow, parking lot, play equipment and family picnic sites.

#8 Miscellaneous remaining work including:

A. Golf Creek trail connection to Golden Oak Park.

B. Graystone Lane trail connection.

C. Bike/pedestrian underpass at McKean Road.

D. Graystone Creek trail Connection.

E. Improvements to the equestrian trail on levees and maintenance roads.

F. McKean Road Neighborhood Park.

CONSTRUCTION COST ESTIMATE

Phase #1: \$299,000

Phase #2: \$365,000

Phase #3: \$218,000

Phase #4: \$ 95,000

Phase #5: \$450,000

Phase #6: \$681,000

Phase #7: \$645,000

Phase #8: \$459,000

TOTAL \$3,212,000

OPERATING AND MAINTENANCE COSTS

The annual operating and maintenance costs for full trail and park development are projected to be **\$197,000.**

PLANT LIST

TREES

Botanical name	Common Name	Type	Size	Moisture Needs	Root Depth	Suitable Use	Spacing	Remarks
<i>Acer macrophyllum</i>	Big Leaf Maple	D	30-100h 30- 60w	Wet	Shallow	Banks, Parks Shade	15'-25'	Native: Excellent yellow fall color.
<i>Aesculus californica</i>	California Buckeye	DF	14-40h 30-80w	DTol.	Shallow	Parks, Massing Shade	15'-20'	Native. Fragrant, cream colored flowers plumes in April-June.
<i>Alnus rhombifolia</i>	White Alder	D	40-90h 30-40w	Wet	Shallow	Massing, Banks	5'-15'	Native. Tall, straight trunk, dark green.
<i>Cercis occidentalis</i>	Western Redbud	D	10-18h 7-5w	DTol.		Parks, Banks	7'-12'	Native. Magenta flowers in spring, fall color.
<i>Fraxinus velutina</i>	Arizona Ash	D	15-30h 10-20w	DTol.	Deep	Parks, Banks Shade	10'-20'	Native. Yellow fall color.
<i>Ginkgo biloba</i>	Maidenhair Tree	D	35-70h 20-65w	W/DT		Accent, Park	15'-25'	Hardy and widely adapted to the area. Bright fall color. Male varieties only.
<i>Juglans californica</i>	Black Walnut	D	30-70h 30-50w	DTol.	Deep	Mass, Park	10-15'	Hardy and widely adapted to the area. Open irregular crown.
<i>Pinus halepensis</i>	Aleppo Pine	E	30-60h 15-30w	DTol.	Deep	Screen, Massing	10'-15'	Widely adapted to this area. Open irregular crown, rugged character.
<i>Pinus pinea</i>	Italian Stone Pine	E	40-80h 50-60w	DTol.	Deep	Creek shelves	20'	Hardy and widely adapted to the area. Excellent roadside tree.
<i>Pinus radiata</i>	Monterey Pine	E	40-80h 30-50w	Dtol.	Deep	Screen	10'-15'	Native. Narrow with dark green Massing foliage, fast grower.
<i>Pinus sylvestris</i>	Scotch Pine	E	70-100h 50-70w	Dtol.	Deep	Screen, Parks, Massing	20'-25'	Hardy and widely adapted to the area, blue green needles, pyramid in youth.
<i>Pistacia chinensis</i>	Chinese Pistache	D	50-60h 40-50w	W/DT.	Deep	Accent, Parks	15'-20'	Hardy and widely adapted to the area, good along streets.
<i>Platanus racemosa</i>	California Sycamore	D	40-50h 40-70w	Dtol.	Shallow	Streamside, Shade	15'-20'	Native, picturesque form, fast growing.
<i>Populus fremontii</i>	Fremont Cottonwood	D	40-60h	DTol.	Shallow	Groves, Banks Streamside	5'-10'	Native. Tough, fast. Plant male trees only and plant away from paved surfaces.
<i>Populus trichocarpa</i>	Black Cottonwood	D	40-100h	DTol.	Shallow Invasive	Massing, Banks Streamside	10'-15'	Native. Tall tree, broad crown.
<i>Quercus agrifolia</i>	Coast Live Oak	E	30-70h 60-100w	DTol.	Deep	Accent, Shade	15'-20'	Native. Wide spreading dense tree with rounded crown, picturesque form.

PLANT LIST (con't)

TREES

Botanical name	Common Name	Type	Size	Moisture Needs	Root Depth	Suitable Use	Spacing	Remarks
<i>Quercus lobata</i>	Valley Oak	D	40-125	DTol.	Deep	Accent, Shade	15'-20'	Native. Large, graceful form.
<i>Robinia pseudoacacia</i>	Black Locust	DF	50-75h 25w	DTol.	Average	Banks, Massing Groves	15'-20'	Native. Creamy white flowers, blue berries.
<i>Sambucus glauca</i>	Blue Elderberry	D	10-25h 10-20w	Wet	Shallow	Accent, Steamside	15'-20'	Round headed, densely branched, striking form
<i>Salix babylonica</i>	Weeping Willow	D	30-40h 50-70w	Wet	Shallow Voracious	Banks, Groves Specimen	10'-15'	Native - Permanent streams. Erosion control.
<i>Schinus molle</i>	California Pepper	E	15-50h 30w	DTol	Shallow Voracious	Parks, Banks	20'-25'	Native. Broad round crown, pendulous branches, red berries in fall.
<i>Sequoia sempervirens</i>	Coast Redwood	E	70-80h 15-30w	Wet	Shallow	Screen, Mass	10'-15'	Native. Fast growing, pyramidal form.
<i>Umbellularia californica</i>	California Laurel	E	20-75h 20-40w	Wet	Average	Streamside, Massing, Banks	15'-20'	Native. Dense, clean tree.

SHRUBS

<i>Arctotaphylos densiflora</i>	Sonoma Manzanita 'Howard McMinn'	EF	30'h 4-6'w	DTol	Average	Banks, Parks	4' - 5'	Native - Sonoma County. Low spreading. White or Pink Flowers.
<i>Baccharis Pilularis</i> 'Twin Peaks'	Dwarf Baccharis	E	12'-24'h 3'-6'w	DTol	Strong deep growing	Banks, Parks	3' - 4'	Native. Dense billowy mat of green low maintenance. Dependable ground cover.
<i>Ceanothus thyrsiflorus</i>	Blue Blossom 'Snow flurry'	EF	4-8h 4-8w	DTol	Some erosion control	Banks, Parks	4' - 8'	Native - Outer coast ranges. Dark green leaves. Profuse white flowers. Hardy.
<i>Eriogonum fasciculatum</i>	California Buckwheat	EF	1-3h 2-4w	DTol	Excellent erosion control	Banks, Parks Accent	Hydro- mulch	Native - Santa Clara foothills. Clumps of semi-upright stems w/narrow leaves.
<i>Fremontodendron californicum</i>	Common Flannel Bush	EF	6-20h 6-8w	DTol	Shallow root	Banks, Parks, Mass Planting	6' - 8'	Native - coastal foothills. Showy yellow flowers, May-June. Plant away from Paths.
<i>Garrya fremontii</i>	Coast Silktassel	EF	4-8h 8-10	DTol		Banks, Parks, Mass Planting	6' - 8'	Native - coast ranges. Lively yellow green leaves.
<i>Heteromeles arbutifolia</i>	Toyon	E	10-25h 6-15w	DTol	Shallow spreading	Banks, Parks, Mass Planting	6' - 8'	Native - coast ranges. Bright red berries. Showy erosion control.
<i>Salix lasiolepis</i> <i>Bigelovii</i>	Arroyo Willow	D	6-30h 6-15w	Wet	Excellent erosion	Banks	3' - 8'	

PLANT LIST (con't)

Vitis californica	California Wild Grape	D	1-2h 4-6w	DT		Slope Planting	4' - 8'	Native. Partial shade.
GROUNDCOVERS								
Arctostaphylos uva-ursi 15'w	Bearberry	EF	1'h	DTol		Banks	8'-	Native. Very low groundcover. Erosion control
Baccharis Pilularis 'Twin Peaks'	Dwarf Baccharis	E	12'-24'h 3'-6'w	DTol	Strong deep growing	Banks, Parks	3' - 4'	Native. Dense billowy mat of green low maintenance. Dependable ground cover.
Ceanothus griseus horizontalis	'Yankee Point' Carmel Creeper	EF	2-3h 8w	DTol		Banks, Parks Accent	5' - 6'	Native - Monterey Peninsula. Glossy green leaves, bright blue flowers.
Eriogonum fasciculatum	California Buckwheat	EF	1-3h 2-4w	DTol	Excellent erosion control	Banks, Parks, Accent	Hydro-mulch	Native - Santa Clara foothills. Clumps of semi-upright stems w/narrow leaves.
Vitis californica	California Wild Grape	D	1-2h 4-6w	DT		Banks, Slopes	4' - 6'	Native. Partial shade.
Zauchneria californica	California Fuchsia	EF	1-3h 2-3w	DT		Banks, Accent	2' -3'	Native. Gray-green foliage.
GRASSES								
Avena fatua Wild Oats	Eschscholzia californica California Poppy				Lupinus nanns latifolius Sky Lupine			
Elymus triticoides Bearless Wild-Rye	Lolium multiflorum Italian Rye Grass							

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One of the greatest beauties of the creek environment are the magnificent California Sycamores growing throughout its length.